

# 2003-2008 CLARK COUNTY TRANSPORTATION IMPROVEMENT PROGRAM



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CLARK COUNTY  
WASHINGTON





# **2003-2008 TRANSPORTATION IMPROVEMENT PROGRAM Clark County Public Works**

December 2002

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# FORWARD

This document represents a collaborative effort between the Transportation Improvement Program Involvement Team (TIPIT), individual citizens, and Clark County staff. Every effort has been made to present a high-quality document that portrays the hard work performed by the TIPIT. Thank you to all who participated in the development of the program. Special thanks to the following people who dedicated many long hours to prepare this program for the citizens of Clark County:

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# INTRODUCTION

Limited resources, combined with increasing transportation demands in the area, make the Clark County 2003-2008 Six-Year Transportation Improvement Program (TIP) essential to achieve the goals and objectives of the County Comprehensive Plan. The TIP uses objective criteria to evaluate and prioritize road improvements from the list of recommended projects. The TIP assigns available revenues to the highest-ranked projects to achieve the goals of the Comprehensive Plan and to realize the vision set by the community and the Board of County Commissioners.

Aside from the practical reasons for developing the TIP, there are legal requirements to consider. The laws of the state of Washington (RCW 136.15.050, rev.) require the preparation and annual updating of a six-year comprehensive transportation program. The TIP shall be adopted by the county legislative authority each year and shall include all anticipated road and bridge construction projects, capital ferry expenditures, paths and trails projects, and any other specified capital outlays for the following six-year period.

Questions or comments regarding the content or development of this program can be directed to Clark County Customer Service at (360) 397-6118, extension 4572.

## WHAT IS IN THIS PROGRAM?

The remainder of this document includes:

- A description of the process used to develop the program,
- An analysis of financial constraints,
- The Six-Year Program Funding Matrix,
- The Annual Construction Program for 2003,
- A map index of projects included in the program,
- Detail sheets for all projects included in the program.



# PROGRAM DEVELOPMENT

## PROCESS SUMMARY

The development of the Transportation Improvement Program includes the following steps and processes:

- Define Vision - Define the Board of County Commissioners' vision and expectations, and obtain endorsement for the TIP development process.
- Assemble Project Team - Establish a project team with the resources to execute the TIP development plan.
- Develop Public Involvement Plan - Provide a forum for meaningful public understanding and input into the program.\*
- Review Existing Program - Define successful elements of the previous TIP and potential areas for improvement.
- Identify Candidate Projects - Establish initial list of projects.\*
- Prepare Evaluation Criteria - Create a clearly defined list of quantifiable and/or qualitative measures for project evaluation.\*
- Collect Data - Prepare a scope, preliminary estimate, and graphic representation of each project. Provide supplementary data for evaluation criteria.\*
- Evaluate Projects - Measure and rank each project based upon evaluation criteria and supporting data.\*
- Draft Plan - Compile a working document for review and refinement.
- Review Draft Plan - Gain input and comments from stakeholders.
- TIP Adoption - Board of County Commissioner approval.
- Assess Plan - Continual refinement and improvement of plan and development process.

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\* This step is executed on even years only.

## **PUBLIC INVOLVEMENT PROCESS**

An important component of the Transportation Improvement Program is to provide the public with the opportunity to provide input into the development of the program. The purpose of the Public Involvement Program is to reflect public consensus on allocating resources for transportation capital improvements. Clark County Public Works coordinates with a cross-section of community members, representing a variety of different interests, to identify general and specific community sentiment on issues relating to the transportation needs of the community.

The Public Involvement Process is based on a biennial cycle. During odd-numbered years, the public involvement process is limited to individual contacts from the public and the Public Hearing to adopt the TIP. A full involvement process is undertaken during even-numbered years, which includes the identification of potential TIP projects, review of the project evaluation system, and recommendation for approval to the County Engineer.

The following is a summary of the public outreach efforts that occur during the even-numbered years:

- Two community open houses
- Four Transportation Improvement Program Involvement Team meetings
- Organized presentations to neighborhood and business associations
- Internet web site
- Current TIP and map displayed in the Vancouver Library
- Press releases and newspaper advertisements

The focal point of the public involvement process is the Transportation Improvement Program Involvement Team (TIPIT). The TIPIT consists of a group of approximately 30 citizens and County Staff, representing a wide range of views and backgrounds. The role of the TIPIT is to assist the County with identifying projects, refining the project evaluation criteria, developing the project priority array, reviewing the draft TIP, and recommending a program to the County Engineer.

## **PROJECT IDENTIFICATION**

### **Capital Improvement Projects**

Projects within the Transportation Improvement Program include new roadways, roadway widening, bridges, and pedestrian and bicycle facilities. With the exception of the Ongoing Programs, we currently identify new projects on a biennial cycle, concurrent with the public involvement process. No capital improvement projects are considered without ample opportunity for public input.

### **Ongoing Programs Projects**

The Ongoing Programs Projects were established to address the completion of minor improvements and small-scale projects in specific categories. These programs consist of:

- Transportation Safety Improvement Program
- Environmental Impact Mitigation Program
- Neighborhood Traffic Management Program
- Unprogrammed/Advanced Right-of-way Purchases Program
- Road Preservation Program

See the ongoing programs detail sheets for a description of each of the ongoing programs.

Projects within the ongoing programs are brought forward by citizens and staff throughout the year as needs are identified.

## **PROJECT EVALUATION SYSTEM**

Project evaluation is performed on a biennial cycle during even-numbered years, concurrent with the public involvement process.

The evaluation system is designed to provide an objective means to evaluate projects and rank them accordingly. Listed below are the nine (9) measurement criteria that form the basis of the evaluation system:

- Safety (considering both collision data and exposure)
- Comparison to the Arterial Atlas
- Concurrency
- Multimodal
- Route Connectivity
- Environmental Impacts
- Public/Agency Support
- Support for Economic Development
- Leveraging of Outside (non-County) Funding

Based upon the established evaluation criteria, a weighted scoring system measures and assigns a numbered rank to each project. The system recognizes safety, mobility, and future development potential as the most important considerations in the ranking of projects. The system is outlined on the following pages:

## EVALUATION CRITERIA

### **Safety (Maximum Score = 30, Weight = 1)**

The safety criteria considers two significant measures of safety for a potential project. The first measure, or *collision score*, assigns points to a project based on actual collision history. The second measure, referred to as the *exposure score*, quantifies the sub par conditions that the project is intended to address.

#### Collision History:

The collision index considers the accident rate and the critical accident rate within the limits of each project. The *accident rate* is the total number of accidents per million vehicles travelling through the project area. The *critical accident rate* is the rate expected due to normal variation. The *collision index* is the ratio of the accident rate to the critical rate. An index greater than one indicates that the intersection or corridor experiences more collisions than expected under normal conditions.

Accident rates are calculated according to the type of project under considered as follows (Note: ADT = Average Daily Traffic):

$$\text{Corridor Accident Rate} = \frac{\text{Total \# of Accidents} \times 10^6}{\text{Segment Length} \times \text{ADT} \times \text{Years} \times 365}$$

$$\text{Intersection Accident Rate} = \frac{\text{Total \# of Accidents} \times 10^6}{\text{ADT Entering} \times \text{Years} \times 365} \quad (\text{for intersection projects only})$$

The critical rate is calculated from the following formula:

$$\text{Critical Rate} = \bar{R} + k \times \sqrt{\frac{\bar{R}}{m}} + \frac{1}{2 \times m}$$

Where:

$$\bar{R} = 2.12 \text{ for segment}$$

$$\bar{R} = 0.80 \text{ for intersections}$$

$$k = 1.645 \text{ (constant)}$$

$$m = \text{ADT} \times \text{Years} \times 365 \times \text{Length}$$

The collision index is then calculated:

$$\text{Collision Index} = \frac{\text{Accident Rate}}{\text{Critical Rate}}$$

Finally, the collision portion of the safety score is determined from the following scale:

<u>Collision Index</u>	<u>Collision Score</u>
◇ equal to or greater than 1.45	65
◇ equal to 1.20	40
◇ equal to 1.0	20
◇ equal to .5	10
◇ equal to 0	0

#### Exposure:

The exposure score is a summation of several measures regarding the existing conditions in the field. Once those conditions are measured, the score is modified by the exposure index to account for the number of vehicles actually exposed to those conditions.

<u>Exposure Measure</u>	<u>Score</u>
-------------------------	--------------

#### Existing Shoulder Widths:

◇ Between 0 and 1 foot wide	5
◇ Between 1 and 2 feet wide	3.75
◇ Between 2 and 4 feet wide	2.50
◇ Between 4 and 8 feet wide	1.25
◇ Greater than 8 feet wide	0

#### Fixed Objects Adjacent to the Roadway (average number of objects per 100 feet of roadway):

◇ 4 or more objects per 100 feet of roadway	5
◇ Between 3 and 4 objects per 100 feet of roadway	3.75
◇ Between 2 and 3 objects per 100 feet of roadway	2.50
◇ Between 1 and 2 objects per 100 feet of roadway	1.25
◇ 0 objects per 100-feet of roadway	0

#### Roadside Drop-off (distances from edge of roadway to bottom of hill, gully, etc.):

◇ 30 feet and greater	5
◇ Between 20 and 30 feet	3.75
◇ Between 10 and 20 feet	2.50
◇ Between 1 and 10 feet	1.25
◇ Less than 1 foot	0

#### Bike Lanes (widths of existing bike lanes in urban area or shoulders in rural area; separated paths may be considered wider than actual):

◇ Between 0 and 2.5 feet	5
◇ Between 2.5 and 4 feet	3
◇ Between 4 and 5 feet	1
◇ 5 feet or more	0



Sidewalks (existing sidewalks or walkways along project corridor):

- |  |      |
|--|------|
| ◇ No existing sidewalks (shoulders for rural projects) | 5    |
| ◇ Some existing sidewalks (at least 65%)               | 2.50 |
| ◇ Existing sidewalks along full length of project      | 0    |

Pedestrian Safety:

- |   |   |
|---|---|
| ◇ Includes frontage to a school, park, or other high-volume source of pedestrian or bicycle use | 5 |
| ◇ Directly serves a school or other high-volume source of pedestrian or bicycle use             | 3 |

Other Issues (horizontal/vertical alignment, sight distance, intersection alignment)

- |  |   |
|--|---|
| ◇ Existing alignment, sight distance deficiencies    | 5 |
| ◇ No existing alignment, sight distance deficiencies | 0 |

$$\text{Exposure Index} = \left( \frac{\text{AADT}}{1,000} \right) \leq 1.0 \quad (\text{maximum value of 1})$$

Exposure Score = Exposure Index x Sum of Exposures (maximum score = 35 points)

Raw Safety Score = Collision Score + Exposure Score (maximum score = 100 points)

There is a maximum of 100 points that a project can accrue from the eight elements in the safety category as previously shown (65 points for collision history and 35 points for exposure). Once a project has been scored against these elements and a score total has been derived, the project is assigned a final score for the safety criteria as follows:

$$\text{Final Safety Score} = \text{Safety Score} \times \left( \frac{30}{100} \right)$$

### **Comparison to County Arterial Atlas (Maximum Score = 5, Weight = 2)**

Comparison of project's existing roadway section with section specified in the County Arterial Atlas:

- |   |   |
|---|---|
| ◇ Requires additional travel lanes          | 1 |
| ◇ Requires center/left-turn lane            | 2 |
| ◇ Requires sidewalks (shoulders for rural)  | 1 |
| ◇ Requires bike lanes (shoulders for rural) | 1 |
| ◇ Other projects                            | 0 |

### **Concurrency (Maximum Score = 10, Weight = 1.5)**

Concurrency standards are measured in terms of "average travel speed" for corridors (measured by standards set forth in Chapter 12.41, Transportation Concurrency Management System), and Level of Service (LOS) for intersections (LOS measured by standards set forth in the Highway Capacity Manual, with LOS E indicating failure):

- |   |   |
|---|---|
| ◇ The project will improve one or more intersections of regional significance that are: |   |
| ◇ Failing   | 6 |
| ◇ Within 10% of failing   | 4 |
| ◇ The project will improve an adopted concurrency corridor that is:                     |   |
| ◇ Failing (below the threshold corridor speed)  | 3 |
| ◇ Within 3 mph of failing   | 2 |
| ◇ The project will improve conditions in an adopted transportation moratorium area      | 1 |
| ◇ Does not address any concurrency or LOS concerns                                      | 0 |

### **Multimodal (Maximum Score = 6, Weight = 1)**

Transit or bike/pedestrian system improvements (note that addition of bike lanes and sidewalks is included in the "Comparison to County Arterial Atlas" criteria above-):

- |  |   |
|--|---|
| ◇ Completes missing links in existing bike/pedestrian system     | 2 |
| ◇ Improves access to a Park & Ride Facility                      | 2 |
| ◇ Improves the operation of a C-TRAN route within project limits | 2 |

### **Route Connectivity (Maximum Score = 5, Weight = 2)**

Project's link with other arterial and collector routes:

- |  |   |
|--|---|
| ◇ Project is linked to primary route (arterial or above) <u>AND</u><br>secondary route (collector) | 3 |
| <b>OR</b>  |   |
| ◇ Project links two primary routes   | 2 |
| <b>OR</b>  |   |
| ◇ Project links two secondary routes   | 1 |
| ◇ Gap project  | 2 |
| ◇ Other projects   | 0 |

### **Environmental Mitigation (Maximum Score = 6, Weight = 1)**

Based upon preliminary review by County staff, each project will be given a score of 6 and then points will be deducted, based on the following impacts types (lowest possible score = 0):

- |  |     |
|--|-----|
| ◇ No significant impacts anticipated   | 0   |
| ◇ Low category wetland impact (roadside ditches, Category 4 wetlands)        | (3) |
| ◇ Medium category wetland impact (cumulative impacts/Category 2, 3 wetlands) | (4) |
| ◇ High category wetland impact (Category 1 wetlands includes ESA impacts)    | (5) |
| ◇ Stream impact (with or without wetland impact)                             | (3) |
| ◇ Shoreline impact (with or without wetland impact)                          | (2) |
| ◇ Wetland/habitat fragmentation impact                                       | (6) |

### **Public and Outside Agency Support (Maximum Score = 2, Weight = 1):**

- |  |   |
|--|---|
| ◇ Supported by the Regional Transportation Council, State Transportation Plan, or surrounding cities | 1 |
| ◇ Supported by the Public (TIPIT, adopted neighborhood circulation plan)                             | 1 |
| ◇ No known support by public or local agencies   | 0 |

## **Support for Economic Development (Maximum Score = 15, Weight = 1)**

The number of potential future jobs used for scoring the projects is determined as follows:

1. The following property within one half-mile of the project limits is determined using GIS data:

For vacant industrial property:

Primary	13 jobs/gross acre
Secondary	13 jobs/gross acre
Tertiary	6.5 jobs/gross acre

For commercial property:

Vacant	15 jobs/gross acre
Under-utilized	15 jobs/gross acre
Vacant with critical	15 jobs/gross acre

2. The potential future jobs are calculated by multiplying the total acreage times the job/gross acre. Values for jobs/gross acre (shown above) are based on adopted land use planning criteria for Clark County. Those values take into account loss of land to infrastructure and environmental constraints.

3. The potential future number of jobs in the area is then used to determine the score.

◇ Improves access to or is within an adopted industrial node or a CREDC Node of Growth <sup>1</sup> :	5
◇ Potential future industrial jobs within half-mile of project:	
◇ 1,250 or more	7
◇ 1,000 to 1,249	5
◇ 750 to 999	3
◇ 250 to 749	1
◇ Potential future commercial jobs within half-mile of project:	
◇ 800 or more	3
◇ 450 to 799	2
◇ 250 to 449	1
◇ Other projects	0

---

<sup>1</sup> CREDC, *The Economic Development Strategic Plan for Clark County*, 2002

### **Leveraging of Non-County Funding (Maximum Score = 6, Weight = 1)**

State/Federal grant sources, regional, municipal, or other non-county funds:

◇ 80% outside funds available	6
◇ 70% outside funds available	5
◇ 60% outside funds available	4
◇ 50% outside funds available	3
◇ 10% outside funds available	2
◇ No funds committed	0

The scores within each criterion are multiplied by the weighting factor to give a total score for the criteria. The sum of the nine criteria scores result in a total score and ranking for the project. Refer to the attached Priority Array for project specific scoring and ranking information.

The outcome of the scoring/ranking process defines the priority for each project. The resulting Priority Array is used as the starting point to decide which projects are funded in the next six years.

In past years, there was concern expressed as to the rationale for evaluating and ranking projects that are currently underway. The concern is that these projects have previously been evaluated and targeted for completion, thereby obligating the County to finish the project. In order to address this issue, the TIPIT recommended removing these projects from the ranking order.

To separate those projects, an "Obligated" category was created. If a project has 10% or greater of its programmed budget already expended, the project is considered to be one that the County is committed to completing and therefore is assigned an "obligated" status. The expending of 10% or greater of a project's budget generally indicates that, at a minimum, the engineering is well underway and the project has entered the right-of-way phase.

Projects are moved into the obligated category only during even-numbered years. Obligated projects are listed alphabetically and assigned a letter rank in that order. The letter rank does not indicate priority in any way.

## **PROGRAMMING CONSIDERATIONS**

After the priority array was established, available program dollars were assigned to projects in the following manner to reflect the project rank:

- Projects were listed in priority order.
- Grant funds that have been secured were programmed by year and phase, in accordance with the granting agencies' direction.
- County Road Fund and/or Traffic Impact Fee (TIF) funds were programmed to complete those projects to match the grants.
- TIF revenues were then assigned to projects within the appropriate TIF sub-areas. Because of the difference in revenues projected for each sub-area, some projects received funding before other projects listed ahead of them in the priority array.
- Some projects that depend solely on county road funds were delayed in order to keep projects with grant funds moving forward. Most grant-funded projects must adhere to strict schedules.

The Six-Year Program Matrix only displays those projects that have funding in at least one phase of the project during the next six years.

## **TITLE VI COMPLIANCE**

Clark County operating policies reflect official commitment that there shall be opportunity, free from discrimination, for all persons. The policy refers to employment, the provision of all County services, and services of its contractors. The County's practices of non-discrimination are consistent with Title VI and VII of the 1964 Civil Rights Act, as amended.

Federal and state grants require that the County, its contractors, subcontractors, and other sub-recipients who receive federal funds actively ensure non-discrimination in all of their programs and activities. These obligations apply even if those other programs and activities are not federally funded. It is County policy to afford all bidders an equal opportunity to quote and compete on equal terms. Disadvantaged Business Enterprises (DBE) are encouraged to respond to every applicable contracting opportunity. The County will ensure all businesses a realistic opportunity to participate in the County's purchasing processes, fairly and competitively.

If you have questions about the federal funding process, you are encouraged to contact the Public Works Department at (360) 397-6118.

# FINANCIAL ANALYSIS

There are several funding sources available for the engineering and construction of transportation improvements in Clark County. The County Road Fund provides the principle source of program dollars. This local money is supplemented by Federal and State grant dollars administered through different offices. Below is a brief description of available funds, along with a brief explanation of projected revenues from each source (see Figure 3 for percentage of program funded by the various grants):

## FEDERAL FUNDING SOURCES

The Transportation Equity Act for the 21st Century (TEA-21) was signed on June 9, 1998. This bill provides Federal transportation dollars for Federal, State and Local agencies. TEA-21 will expire on September 30, 2003 and all TEA-21 funds are currently obligated. We are hopeful that Congress will re-authorize this program, making new money available for 2004. The specific grant programs available for Clark County includes the following:

- **Bridge Reconstruction (BR).** This program's objective is to replace or rehabilitate roadway bridges conveying public roads over waterways, railroads, canals, and other barriers. Approximately \$20 million is available statewide each year through a statewide competition. The amount available for Clark County will fluctuate, depending on specific project needs.
- **Surface Transportation Program - Clark County Transportation Management Area (STP-TMA).** The objective of the STP is to fund road construction, reconstruction, resurfacing, restoration, and rehabilitation. Approximately \$2-4 million per year will be allocated to the Clark County Transportation Management Area (TMA), which consists of Clark County and the City of Vancouver. Projects funded by this Surface Transportation Program are selected through the Regional Transportation Council (RTC). C-TRAN, RTC, and WSDOT are also eligible for these funds. Clark County's share is based upon RTC's current TIP and expected future funding awards.
- **Surface Transportation Program – Hazard Elimination System (HES).** Under TEA-21, some STP funds are allocated for two safety categories (Group 1 - larger and signal projects; Group 2 - smaller and guardrail projects). Approximately \$4 million is available statewide each year through a statewide competition. In the spring of 2001, two County intersection projects were selected for HES funding – NE 99<sup>th</sup> Street at NE 130<sup>th</sup> Avenue and NE 78<sup>th</sup> Street at NE 5<sup>th</sup> Avenue. These projects will be completed in 2003.

- **Surface Transportation Program - Transportation Enhancements (STP-Enhancement).** Under TEA-21, 10% of STP funds are set aside for transportation enhancement projects. These can be bicycle and pedestrian “transportation projects”, scenic or historic highways, and highway beautification (landscaping). The next call for projects is subject to the re-authorization of TEA-21.
- **Surface Transportation Program - Statewide Competition (STP-Competitive).** The goal of the program is to fund regionally significant projects and programs that develop, improve, and/or preserve an integrated transportation system that encourages multimodal choices to the public. The STP Competitive Program was allocated about \$85M over the life of TEA -21. TIB allocated the remaining STP competitive funds, \$22M, in December of 2000. The next call for projects is subject to the re-authorization of TEA-21.
- **Surface Transportation Program - Rural Assistance (STP-Rural).** TEA-21 requires STP funding for rural projects. Approximately \$250,000 is targeted for Clark County and small cities in the County each year.
- **Congestion Mitigation and Air Quality Improvement (CMAQ).** This funding is for projects that create a direct air quality benefit, leading toward attainment or maintenance of a National Ambient Air Quality Standard (NAAQS). The funds will be used for non-roadway improvement projects such as bus or HOV lanes, traffic signal coordination, bike lanes, and other congestion mitigation activities. Approximately \$1.2 million is available to the Clark County-Vancouver non-attainment area each year. RTC administers these funds through the Regional TIP.

## **COMMUNITY DEVELOPMENT BLOCK GRANT (CDBG)**

Block grants are targeted for low and moderate income areas. Improvements usually consist of sidewalk and capital improvements. If an applicable project arises, Clark County will apply for CDBG grants.

## **STATE FUNDING SOURCES**

### **Transportation Improvement Board (TIB)**

The Transportation Improvement Board (TIB) administers several state-funded grant programs. The TIB’s mission is to fund “high priority transportation projects in communities throughout the state to enhance the movement of people, goods, and services”.

- **Transportation Partnership Program (TPP).** This program was established by the State of Washington in 1988 as the Transportation Improvement Account (TIA)



and was designated as the TPP in July 1999. The TIB requires multi-agency planning and coordination and public/private cooperation to further the goal of achieving a balanced transportation system in Washington State. Projects must be attributable to congestion caused by economic development or growth; and be consistent with state, regional, and local comprehensive plans. Local funds must provide a minimum 20% match. The total program for FY 2004 is approximately \$45 million. Of that total, \$18 million was awarded based on statewide competition and about \$6.75 million was awarded to this region. Clark County was successful in leveraging \$3.5M for the NE 162<sup>nd</sup> Avenue project.

- **Arterial Improvement Program (AIP).** This program was established by the State in 1967 and is funded by the Urban Arterial Trust Account (UATA). The purpose of this program is to fund arterial road projects to reduce congestion and improve safety, geometrics, and structural concerns. Project selection criteria include pavement condition, pavement and roadway width, traffic, accidents, and people-carrying capacity. Projects can receive a maximum 80% reimbursement, depending on agency population. The total program for FY 2004 is approximately \$25 million. Of that total, about \$3 million was awarded to this region.
- **Pedestrian Safety and Mobility Program (PSMP).** This program was established by the TIB in 1994 as the Pedestrian Facilities Program (TIA-PFP) and was designated as the PSMP in July 1999. This program is also funded by the Urban Arterial Trust Account (UATA). The purpose of the program is to enhance and promote pedestrian mobility by providing funding for pedestrian projects that provide access and connectivity of pedestrian facilities. Selection criteria include safety, pedestrian generators, convenience, public acceptance, and project cost. The total program for FY 2004 is about \$2 million. Of that total, \$300,000 was available to our region and an additional \$800,000 was available through statewide competition. Clark County was successful in leveraging \$150,000 to construct sidewalks along NE/NW 149<sup>th</sup> Street from NW 21<sup>st</sup> Avenue to NE 10<sup>th</sup> Avenue.

### Washington State Department of Transportation (WSDOT)

- **Congestion Corridor Relief Program (CCRP).** The purpose of this program is to provide funding for congested urban corridors. Eligible projects include roadway widening, channelization, signalization, High Occupancy Vehicle (HOV) lanes, and Intelligent Transportation Systems (ITS). Projects selected for this program must have significant congestion relief improvements, financial partnerships, and demonstrate a readiness to construct. Funding for this program was tied to Referendum 51.

## County Road Administration Board (CRAB)

The County Road Administration Board (CRAB) was created by the Legislature in 1965 to provide statutory oversight of Washington's thirty-nine (39) county road departments. The agency is funded from the portion of the counties' fuel tax that is withheld for state supervision and from a small portion of the two grant programs that the agency administers. The Board establishes and maintains "Standards of Good Practice" to guide and ensure consistency and professional management of county road departments in the State of Washington.

- **Rural Arterial Program (RAP).** In 1983, the legislature created the RAP to help finance the reconstruction of rural arterial roads. The program is funded with 0.58 cents of the Motor Vehicle Fuel Tax (MVFT). That level of funding generates approximately \$35 million per biennium. The 2003-2008 TIP reflects the previously approved project amounts and targets new projects for future RAP funding. The targeted amounts reflect historical funding levels available to Clark County through this program.
- **County Arterial Preservation Program (CAPP).** In 1990, the legislature created a second grant program to be administered by CRAB. Similar to the Department of Transportation's Highway Preservation Program, CAPP is designed to assist counties in preserving their existing paved arterial road networks. The program is funded with 0.45 cent of the Motor Vehicle Fuel Tax (MVFT), which generates approximately \$24 million per biennium. Clark County receives approximately \$500,000 per year.

## Washington State Public Works Board

The Public Works Board (Board) was created by the 1985 Legislature. The Board is comprised of local government officials, special purpose district representatives, and private sector members. The mission of the Washington State Public Works Board is "to assist Washington's local governments and private water systems in meeting their public works needs to sustain livable communities." The Board is authorized to loan money to counties, cities, and special purpose districts to repair, replace, or create domestic water systems, sanitary sewer systems, storm water systems, roads, streets, solid waste and recycling facilities, and bridges.

Over the past couple of years, Clark County has been very successful in obtaining federal and state grants for road construction. Unfortunately, the outlook for grant dollars through 2004 is much lower. State and Federal grant sources continue to diminish and the federal TEA-21 Act is coming to a close. We expect the drop in grants to last at least until the new TEA Act is in place in 2004. To supplement the drop in grant revenue, Public Works pursued the following Public Works Board loan programs.

- **Public Works Trust Fund (PWTF) Construction Loan Program.** The PWTF Construction Loan Program provides funds to repair, replace, or create a facility. These loans have a 20-year term, with an interest rate of only one-half percent. The maximum for any agency is ten million dollars per biennium. Clark County Public Works applied for and was selected to receive the full ten million dollars for the 2002-2003 biennium. The current program allows for repayment within ten years rather than twenty.
- **Public Works Trust Fund Pre-Construction Loan Program.** The PWTF Pre-construction Loan Program provides funds for right-of-way acquisition, design work, engineering, permit acquisition, environmental review, and public notification. These loans have a five-year term, with an interest rate of only one-half percent. The maximum for any agency is one million dollars per biennium. We applied for and have executed one million dollars in loan agreements for pre-construction work on NE St. Johns Road and NW 117/119 Street. The current program allows for repayment within five years.

## **LOCAL FUNDING SOURCES**

Local funding sources include funds that are not administered through State or Federal agencies. These funds are achieved through taxes, private contributions, and other revenues.

- **Clark County Road Fund (CRF).** The funds are established through County property tax, gas tax, and other revenues. By State law, 0.5% of the annual gas tax allocation (or approximately \$30,000 per year) must be used for special projects, such as bikeways. Figure 1 shows the various sources of revenue that currently comprise the County Road Fund. Figure 2 on the following page shows the projected revenue, expenditure, and remaining fund balance for the County Road Fund over the next six years.

## 2003-2008 County Road Fund Breakdown

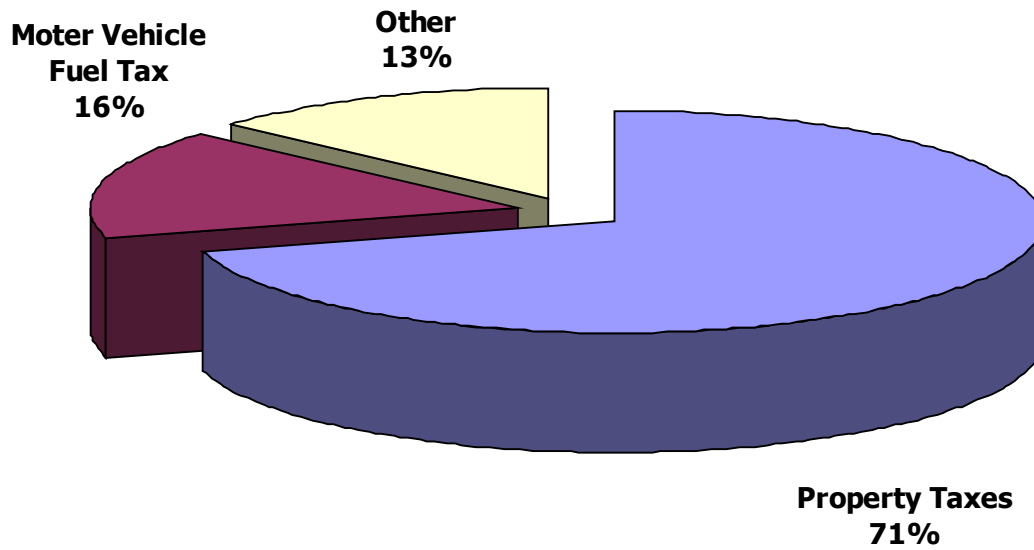


Figure 1: 2003-2008 County Road Fund Breakdown

## 2003 - 2008 Road Fund Forecast

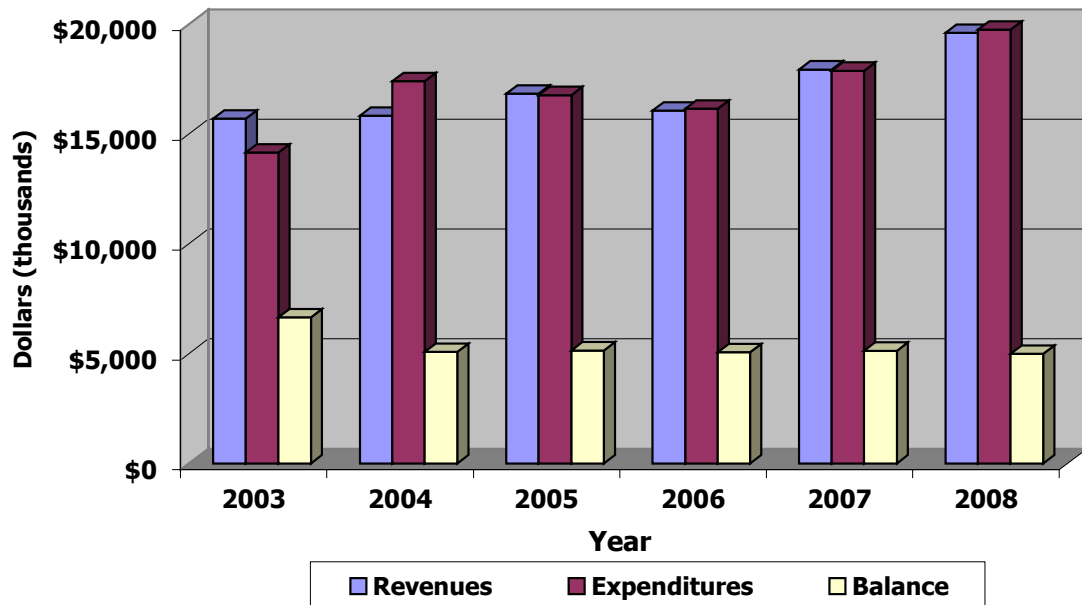


Figure 2: 2003-2008 Road Fund Forecast

- **Transportation Impact Fees (TIF).** New developments and re-developments are assessed TIF's, based on their impact on the transportation system. To be eligible for TIF funding, a project must be contained in the Traffic Impact Fee Program Technical Document that was adopted on August 17, 2001 (ordinance number 2001-08-01A). The technical document defines the allowable funding amounts for each project.
- **Road Improvement District (RID).** RID's are special projects which are funded by those properties benefiting from the improvement. The County will build the project, using revenue bonds from the RID participants. The 2003-2008 TIP does not project any revenues from RID's. Clark County will pursue a Road Improvement District if a project is applicable and the adjacent property owners express an interest in this program.
- **Frontage Improvement Agreements (Private).** A developer may enter into a frontage improvement agreement with the County where the developer pays the County for improvements along their road frontage. Most developments are required to construct frontage improvements (i.e. travel lanes, bike lanes, sidewalks, drainage) and, in cases where the development abuts a proposed road improvement project, it is often beneficial for the County to construct the improvements as part of the capital project.
- **Private/Latecomers (Private).** According to State law, new developments and re-developments may be charged "Latecomer Fees" by the County for improvements that would have been required as a part of the development, but are scheduled to be constructed by the County. These latecomer fees are collected as a reimbursement to the County for that expense. The following is a list of projects to be considered for latecomer fees:

**2003-2008****RANKING****POTENTIAL LATECOMER PROJECTS**

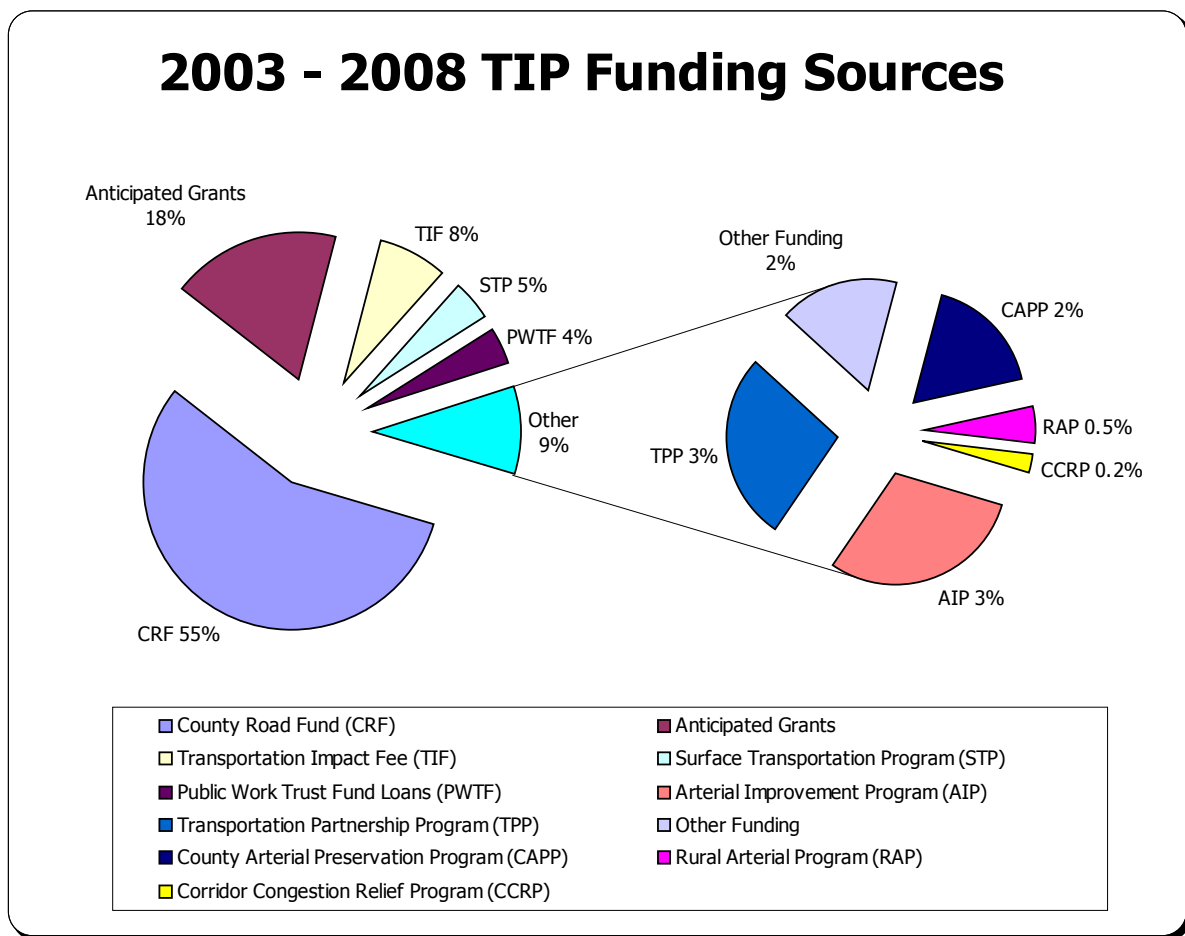
- A NE 117th / 119th Street - Highway 99 to east of NE Salmon Creek Avenue
- B NE 134th Street - Rockwell Road to WSU Entrance
- C NE 15th Avenue - NE Union Road to NE 179th Street
- D NE 162nd Avenue - NE 39th Street to Ward Road
- E NE 199th Street - NE 122nd Avenue (SR-503) to NE 142nd Avenue
- F NE 25th Avenue - NE 78th Street to NE 99th Street
- G NE 72nd Avenue - South of NE 99th Street to St. Johns Road
- H NE 76th Street - NE 117th Avenue (SR-503) to NE 142nd Avenue
- I NE Covington Road - NE 102nd Avenue to NE 76th Street
- J NE Highway 99 - NE 20th Avenue to NE 134th Street
- K NE Padden Parkway - Andresen Road to NE 94th Avenue
- L NE Padden Parkway - NE 78th Street to Andresen Road (West Leg)
- M NE St. Johns Road - NE 50th Avenue to NE 72nd Avenue
- N NE Ward Road / NE 172nd Avenue - South of NE 99th St. to NE 119th St.
- O NW 117th/119th Street - NW 7th Avenue to Hazel Dell Avenue
- P SE 1st Street - NE 192nd Avenue to Leadbetter Parkway
- 1 NE 76th Street - NE 94th Avenue to NE 107th Avenue
- 2 NE 139th Street (I-5 Overcrossing) - NE 10th Avenue to NE 20th Avenue
- 3 NE Highway 99 - NE 99th Street to NE 117th Street
- 4 NE 117th Street - Hazel Dell Avenue to Highway 99
- 5 NE 23rd Avenue (I-205 Ramp Extension) - NE 134th Street to NE 139th Street
- 6 NE Highway 99 - South of Railroad Bridge to NE 63rd Street
- 7 NE 88th Street - St. Johns Road to Andresen Road
- 8 NE 137th Avenue - NE Fourth Plain Boulevard to NE 76th Street
- 9 NE Salmon Creek Avenue - WSU Entrance to NE 50th Avenue
- 10 NE 88th Street - Highway 99 to St. Johns Road
- 11 NE 139th Street - NE 20th Avenue to NE 29th Avenue
- 12 NE 119th Street - Salmon Creek Avenue to NE 72nd Avenue
- 13 NE Padden Parkway at SR-503 - Interchange
- 14 NE 99th Street - NE 72nd Avenue to NE 117th Avenue (SR-503)
- 15 NE 179th Street - NE 10th Avenue to NE 50th Avenue
- 16 NW 179th Street - I-5 to NW 11th Avenue
- 17 NE 99th Street - NE 117th Avenue (SR-503) to NE 137th Avenue
- 18 NE Heisson Road - Battle Ground City limits to NE 244th Street
- 19 NE 63rd Street - NE Andresen Road to Interstate 205
- 20 NE 119th Street - NE 72nd Avenue to NE 117th Avenue (SR-503)
- 21 NE Rosewood Avenue - NE 102nd Avenue to NE 117th Avenue (SR-503)
- 22 NE 10th Avenue - NE 134th Street to NE 149th Street
- 23 NE 94th Avenue - Padden Parkway to NE 119th Street
- 24 NE Hazel Dell Avenue - NE 99th Street to NE 114th Street
- 25 NE 179th Street - NE Cramer Road to SR-503
- 26 NE 10th Avenue Phase II - NE Carty Road to Ridgefield City Limits
- NA SE 192nd Avenue - SR-14 to SE 34th Street
- NA Neighborhood Traffic Management Program Projects
- NA Transportation Safety Improvement Program Projects

**Note:** Other projects ranked lower in the program may be eligible for latecomers in the future.

## TIP EXPENDITURES

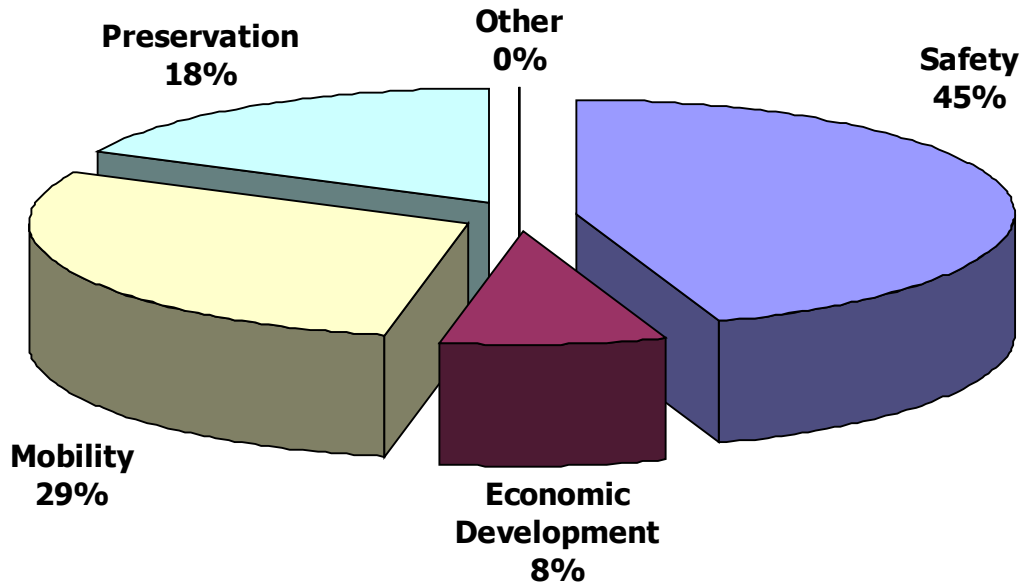
The expenditures in the 2003-2008 Transportation Improvement Program are from a combination of the sources discussed above. Figure 3 indicates the percentage each source contributes to the TIP. The County Road Fund accounts for just over half of the TIP expenditures, with various grants and traffic impact fees covering remaining costs.

Figure 4 depicts what types of projects the TIP focuses on. Improving mobility is the major focus of the program and includes projects such as the Padden Parkway and Fourth Plain. It is important to note that all projects include safety and preservation aspects, such as sidewalks for pedestrian safety and improved construction methods and materials for extended project life.



**Figure 3: 2003-2008 TIP Funding Sources**

## 2003 - 2008 Expenditures by Classification





## REASONABLY FUNDED PROJECTS

For purposes of concurrency evaluation, all improvement projects that are completely funded (and grant money is obligated) within the first three years of the TIP are considered reasonably funded. These projects include the following:

### Ongoing Programs

- Transportation Safety Improvement Program (locations to be determined)
- Road Preservation Program (locations to be determined)
- Unprogrammed/Advanced Right-of-way Purchases Program
- Neighborhood Traffic Management Program (locations to be determined)
- Environmental Impact Mitigation Program (locations to be determined)

### Improvement Projects

### TIP Priority

- |   |                |
|---|----------------|
| • NE 117 <sup>th</sup> /119 <sup>th</sup> Street - Hwy. 99 to east of Salmon Creek Avenue         | A <sup>2</sup> |
| • NE 134 <sup>th</sup> Street – Rockwell Road to WSU Entrance                                     | B              |
| • NE 199 <sup>th</sup> Street – SR-503 to NE 142 <sup>nd</sup> Avenue                             | E              |
| • NE 25 <sup>th</sup> Avenue – NE 78 <sup>th</sup> Street to NE 99 <sup>th</sup> Street           | F              |
| • NE 76 <sup>th</sup> Street – NE 117 <sup>th</sup> Avenue to NE 142 <sup>nd</sup> Avenue         | H              |
| • NE Covington Road – NE 102 <sup>nd</sup> Avenue to NE 76 <sup>th</sup> Street                   | I              |
| • Padden Parkway – Andresen Road to NE 94 <sup>th</sup> Avenue                                    | K              |
| • Padden Parkway - NE 78 <sup>th</sup> Street. to Andresen Road (West Leg)                        | L              |
| • NW 117 <sup>th</sup> /119 <sup>th</sup> Street – NW 7 <sup>th</sup> Avenue to Hazel Dell Avenue | O              |
| • NE 76 <sup>th</sup> Street – NE 94 <sup>th</sup> Avenue to NE 107 <sup>th</sup> Avenue          | 1              |

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<sup>2</sup> Lettered Projects = Obligated projects in the Priority Array



## 2003-2008 Transportation Improvement Program Project Ranking and Evaluation

TIP Rank	Project Name	Safety (30)	Comparison to Atlas (10)	Concurrency (15)	Multimodal (6)	Route Connectivity (10)	Environment Mitigation (6)	External Agency/Public Support (2)	Economic Development (15)	Leverage of Funding (6)	Spent to Date*	Total (100)
1	NE 76th Street - NE 94th Avenue to NE 107th Avenue	25	8	0	4	10	6	1	3	0	0	57
2	NE 139th Street (I-5 Overcrossing) - NE 10th Avenue to NE 20th Avenue	8	10	12	6	6	2	1	8	0	0	53
3	NE Highway 99 - NE 99th Street to NE 117th Street	24	10	0	4	4	6	1	2	0	0	51
4	NE 117th Street - Hazel Dell Avenue to Highway 99	23	8	0	6	10	3	1	0	0	0	51
5	NE 23rd Avenue (I-205 Ramp Extension) - NE 134th Street to NE 139th Street	9	10	12	4	6	0	2	8	0	0	51
6	NE Highway 99 - South of Railroad Bridge to NE 63rd Street	16	8	6	6	10	3	1	0	0	0	50
7	NE 88th Street - St. Johns Road to Andresen Road	12	8	6	4	4	0	1	13	0	0	48
8	NE 137th Avenue - NE Fourth Plain Boulevard to NE 76th Street	12	8	0	2	10	6	1	8	0	0	47
9	NE Salmon Creek Avenue - WSU Entrance to NE 50th Avenue	27	8	0	0	6	0	0	6	0	0	47
10	NE 88th Street - Highway 99 to St. Johns Road	11	8	6	6	6	6	1	3	0	0	47
11	NE 139th Street - NE 20th Avenue to NE 29th Avenue	21	8	0	0	6	2	1	8	0	0	46
12	NE 119th Street - Salmon Creek Avenue to NE 72nd Avenue	26	8	0	0	6	2	0	3	0	0	45
13	NE Padden Parkway at SR-503 - Interchange	20	0	6	0	4	6	2	6	0	0	44
14	NE 99th Street - NE 72nd Avenue to NE 117th Avenue (SR-503)	6	10	9	2	6	0	1	10	0	0	44
15	NE 179th Street - NE 10th Avenue to NE 50th Avenue	12	10	0	4	6	0	1	8	0	0	41

\*Spent to Date Scores do not enter into total. Projects with Spent to Date score of 3 are considered Obligated and are not ranked.

## 2003-2008 Transportation Improvement Program Project Ranking and Evaluation

TIP Rank	Project Name	Safety (30)	Comparison to Atlas (10)	Concurrency (15)	Multimodal (6)	Route Connectivity (10)	Environment Mitigation (6)	External Agency/Public Support (2)	Economic Development (15)	Leverage of Funding (6)	Spent to Date*	Total (100)
16	NW 179th Street - I-5 to NW 11th Avenue	14	10	0	0	6	2	1	8	0	0	41
17	NE 99th Street - NE 117th Avenue (SR-503) to NE 137th Avenue	9	8	0	2	6	6	0	9	0	0	40
18	NE Heisson Road - Battle Ground City limits to NE 244th Street	26	4	0	0	6	2	1	0	0	0	39
19	NE 63rd Street - NE Andresen Road to Interstate 205	11	10	0	2	10	3	0	2	0	0	38
20	NE 119th Street - NE 72nd Avenue to NE 117th Avenue (SR-503)	15	8	0	0	6	0	0	8	0	0	37
21	NE Rosewood Avenue - NE 102nd Avenue to NE 117th Avenue (SR-503)	11	10	0	0	6	6	0	4	0	0	37
22	NE 10th Avenue - NE 134th Street to NE 149th Street	5	8	2	0	6	6	1	8	0	0	36
23	NE 94th Avenue - Padden Parkway to NE 119th Street	14	8	3	0	6	0	0	5	0	0	36
24	NE Hazel Dell Avenue - NE 99th Street to NE 114th Street	12	8	0	4	4	6	1	0	0	0	35
25	NE 179th Street - NE Cramer Road to SR-503	13	6	0	0	10	0	1	5	0	0	35
26	NE 10th Avenue Phase II - NE Carty Road to Ridgefield City Limits	12	4	0	2	4	0	1	10	2	0	35
27	NE 99th Street - St. Johns Road to NE 72nd Avenue	10	10	0	2	4	0	1	7	0	0	34
28	NE 15th Avenue - NE 179th Street to NE 10th Avenue (SR-502)	12	8	0	4	0	0	2	8	0	0	34
29	NE 119th Street - NE 152nd Avenue to NE 172nd Avenue	24	4	0	0	6	0	0	0	0	0	34
30	NE Hazel Dell Avenue at NE 63rd Street - Intersection	4	8	6	2	8	6	0	0	0	0	34

\*Spent to Date Scores do not enter into total. Projects with Spent to Date score of 3 are considered Obligated and are not ranked.

## 2003-2008 Transportation Improvement Program Project Ranking and Evaluation

TIP Rank	Project Name	Safety (30)	Comparison to Atlas (10)	Concurrency (15)	Multimodal (6)	Route Connectivity (10)	Environment Mitigation (6)	External Agency/Public Support (2)	Economic Development (15)	Leverage of Funding (6)	Spent to Date*	Total (100)
31	NE 137th Avenue - Vancouver City Limits to NE Fourth Plain Blvd.	8	8	0	0	6	0	0	12	0	0	34
32	NW 11th / 16th Avenue - NW 99th Street to NW 119th Street	19	4	0	0	4	6	0	0	0	0	33
33	NE 29th Avenue - NE 134th Street to NE 179th Street	8	8	2	0	6	0	1	8	0	0	33
34	NE Highway 99 - NE 117th Street to NE 129th Street	12	10	0	2	4	1	1	3	0	0	33
35	NE 130th Avenue - Padden Parkway to NE 99th Street	6	4	0	0	10	6	1	6	0	0	33
36	NE 182nd Avenue at NE 159th Street - Intersection	8	4	9	0	6	6	0	0	0	0	33
37	NE 88th Street - Hazel Dell Avenue to Highway 99	2	10	6	2	4	6	1	2	0	0	33
38	NE 179th Street - NE 50th Avenue to Cramer Road	16	4	0	0	6	0	1	5	0	0	32
39	NE 164th Street - NE 182nd Avenue to NE 202nd Avenue	10	4	6	0	6	6	0	0	0	0	32
40	NE Salmon Creek Avenue - NE 50th Avenue to NE 159th Street	22	4	0	0	6	0	0	0	0	0	32
41	NE 20th Avenue / 29th Avenue - NE 154th Street to NE 179th Street	6	10	2	0	6	0	1	6	0	0	31
42	NW Bratton Road - Pacific Highway to NW 29th Avenue	20	4	0	0	4	3	0	0	0	0	31
43	NE Goodwin Road / NE 28th Street - NE 202nd Avenue to NE 232nd Avenue	9	4	0	0	6	0	0	12	0	0	31
44	NE 192nd Avenue - SE 1st Street to NE 18th Street	9	10	0	0	4	6	1	0	0	0	30
45	NE 99th Street - NE 137th Avenue to NE 152nd Avenue	8	8	0	2	6	6	0	0	0	0	30

\*Spent to Date Scores do not enter into total. Projects with Spent to Date score of 3 are considered Obligated and are not ranked.

## 2003-2008 Transportation Improvement Program Project Ranking and Evaluation

TIP Rank	Project Name	Safety (30)	Comparison to Atlas (10)	Concurrency (15)	Multimodal (6)	Route Connectivity (10)	Environment Mitigation (6)	External Agency/Public Support (2)	Economic Development (15)	Leverage of Funding (6)	Spent to Date*	Total (100)
46	NE 25th Avenue - Minnehaha Street to NE 78th Street	7	10	0	2	10	0	0	0	0	0	29
47	NE 152nd Avenue - NE Ward Road to NE 99th Street	9	4	0	4	6	6	0	0	0	0	29
48	NE 259th Street - NE 10th Avenue to NE 45th Avenue	7	4	0	0	6	0	0	12	0	0	29
49	NE 107th Avenue - NE Covington Road to NE 99th Street	7	8	0	2	6	6	0	0	0	0	29
50	NE 182nd Avenue - NE 159th Street to Risto Road	10	4	9	0	6	0	0	0	0	0	29
51	NE Ward Road - NE 137th Avenue to NE Fourth Plain Blvd.	2	10	0	0	4	0	0	13	0	0	29
52	NE 63rd Street - Interstate 205 to Covington Road	6	8	0	0	6	6	0	2	0	0	28
53	NE 82nd Avenue at NE 259th Street - Intersection	10	4	0	0	6	6	1	0	0	0	27
54	SE Gardner Road - SE 15th Street/Everett Road Intersection	7	8	0	0	6	6	0	0	0	0	27
55	NE 99th Street at NE 137th Avenue - Intersection	6	8	0	2	4	6	0	1	0	0	27
56	NE Highway 99 at NE 63rd Street - Intersection	3	4	6	2	4	6	1	0	0	0	26
57	NE 10th Avenue/Timmen Road - NE 264th Street to La Center Road	9	4	0	0	6	0	0	7	0	0	26
58	NE 182nd Avenue - NE 119th Street to NE 159th Street	9	4	9	0	4	0	0	0	0	0	26
59	NW Lakeshore Drive - NW 78th Street to McCann Road	8	8	0	2	6	0	1	0	0	0	25
60	NW Seward Road - NW Bliss Road to NW 41st Avenue	10	4	0	0	4	6	1	0	0	0	25

\*Spent to Date Scores do not enter into total. Projects with Spent to Date score of 3 are considered Obligated and are not ranked.

## 2003-2008 Transportation Improvement Program Project Ranking and Evaluation

TIP Rank	Project Name	Safety (30)	Comparison to Atlas (10)	Concurrency (15)	Multimodal (6)	Route Connectivity (10)	Environment Mitigation (6)	External Agency/Public Support (2)	Economic Development (15)	Leverage of Funding (6)	Spent to Date*	Total (100)
61	NE 72nd Avenue - SR-502 to NE 259th Street	8	4	0	0	6	6	1	0	0	0	25
62	NE Robinson Road at SR-500 - Intersection	9	4	0	0	6	6	0	0	0	0	25
63	NE 99th Street - NE 152nd Avenue to NE 172nd Avenue	8	8	0	0	6	0	0	3	0	0	25
64	NE 119th Street - NE 117th Avenue to NE 152nd Avenue	0	8	0	2	6	6	0	3	0	0	25
65	NW Bliss Road at NW 21st Avenue - Intersection	5	0	8	2	4	6	0	0	0	0	25
66	NE 40th Street - NE 54th Avenue to Andresen Road	7	4	0	0	6	6	0	1	0	0	24
67	NE 47th Avenue - NE 63rd Street to NE 78th Street	4	8	0	0	4	3	0	4	0	0	24
68	NE 142nd Avenue - NE 159th Street to NE 199th Street	10	4	0	0	6	0	0	3	0	0	23
69	NE 72nd Avenue at NE 239th Street - Intersection	6	4	0	0	6	6	1	0	0	0	23
70	NW 21st Avenue - NW 99th Street to NW 119th Street	7	4	0	2	4	6	0	0	0	0	23
71	NE Brothers Road - NE 31st Avenue to NE 41st Avenue	7	4	0	0	6	6	0	0	0	0	23
72	NE J.A. Moore Road - NE 290th Street to NE 297th Street	13	4	0	0	6	0	0	0	0	0	23
73	NW 36th Avenue at McCann Road - Intersection	6	4	0	2	4	6	1	0	0	0	23
74	NE 78th Street - Ward Road to NE 162nd Avenue	7	4	0	0	4	6	0	1	0	0	22
75	NE 112th Avenue - Battle Ground City Limits to NE 239th Street	9	4	0	0	0	6	1	2	0	0	22

\*Spent to Date Scores do not enter into total. Projects with Spent to Date score of 3 are considered Obligated and are not ranked.

## 2003-2008 Transportation Improvement Program Project Ranking and Evaluation

TIP Rank	Project Name	Safety (30)	Comparison to Atlas (10)	Concurrency (15)	Multimodal (6)	Route Connectivity (10)	Environment Mitigation (6)	External Agency/Public Support (2)	Economic Development (15)	Leverage of Funding (6)	Spent to Date*	Total (100)
76	NE Lockwood Creek Road - NE 60th Avenue to NE 74th Avenue	9	4	0	0	8	0	1	0	0	0	22
77	NE 68th Street - Highway 99 to St. Johns Road	9	4	0	0	4	2	0	3	0	0	22
78	NE Gabriel Road - Lewisville Hwy (SR-503) to NE Kelly Road	9	4	0	0	6	3	0	0	0	0	22
79	NW 31st Avenue - Ridgefield City Limits to NW 319th Street	5	4	0	0	6	0	0	7	0	0	22
80	SE 15th Street - Everett Road to SE 283rd Avenue	4	8	0	0	8	2	0	0	0	0	22
81	NW 179th Street - NW 11th Avenue to NW 41st Avenue	10	4	0	0	6	0	0	0	0	0	20
82	NE 92nd Avenue - NE 119th Street to NE 159th Street	9	4	0	0	6	0	0	0	0	0	19
83	NW 94th Street - NW 21st Avenue to NW 9th Avenue	7	4	0	0	2	6	0	0	0	0	19
84	SE 23rd Street / SE 30th Street - SE 23rd Street/303rd Avenue & SE 30th Street/303rd Avenue	9	4	0	0	2	3	0	0	0	0	18
85	NW 209th Street - NW Delfell Road to NW 31st Avenue	9	4	0	0	4	0	0	0	0	0	17
86	NW Hayes Road - NW 34th Avenue to NW 21st Avenue	8	4	0	0	4	0	0	0	0	0	16
87	NE 379th Street at NE 94th Avenue - Intersection	7	4	0	0	4	0	0	0	0	0	15
88	NW 41st Avenue - NW 169th Street to NW 182nd Street	7	4	0	0	4	0	0	0	0	0	15
89	SE 23rd Street - SE 283rd Avenue to SE 303rd Avenue	4	4	0	0	6	0	0	0	0	0	14
90	NW 179th Street - NW 41st Avenue to Krieger Road	5	4	0	0	4	0	0	0	0	0	13

\*Spent to Date Scores do not enter into total. Projects with Spent to Date score of 3 are considered Obligated and are not ranked.



## 2003-2008 Transportation Improvement Program Project Ranking and Evaluation

TIP Rank	Project Name	Safety (30)	Comparison to Atlas (10)	Concurrency (15)	Multimodal (6)	Route Connectivity (10)	Environment Mitigation (6)	External Agency/Public Support (2)	Economic Development (15)	Leverage of Funding (6)	Spent to Date*	Total (100)
91	NW Krieger Road - NW 179th Street to NW 192nd Street	2	4	0	0	6	0	0	0	0	0	12

\*Spent to Date Scores do not enter into total. Projects with Spent to Date score of 3 are considered Obligated and are not ranked.



## 2003 - 2008 Transportation Improvement Program Project Funding Analysis

				2003			2004			2005			2006			2007			2008						
R a n k	Project	Phase	Spent to Date	CRF	TIF	Grants	CRF	TIF	Grants	CRF	TIF	Grants	CRF	TIF	Grants	CRF	TIF	Grants	CRF	TIF	Grants	Cost to Complete	Project Total	TIF Eligibility	
IMPROVEMENT PROJECTS																									
A	NE 117th / 119th Street - Highway 99 to east of NE Salmon Creek  WO Number: 341622	PE	665,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	665,000	2,058,245  Hazel Dell	
		ROW	1,663,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1,663,000		
		CN	2,700,000	0	350,000	2,400,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5,450,000		
		TOTAL	5,028,000	2,750,000			0			0			0			0			0			0	7,778,000		
B	NE 134th Street - Rockwell Road to WSU Entrance  WO Number: 381422	PE	737,500	30,500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	768,000	1,612,721  Mt. Vista	
		ROW	727,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	727,000		
		CN	0	85,000	0	2,090,000	204,000	0	196,000	0	0	0	0	0	0	0	0	0	0	0	0	0	2,575,000		
		TOTAL	1,464,500	2,205,500			400,000			0			0			0			0			0	4,070,000		
C	NE 15th Avenue - NE Union Road to NE 179th Street  WO Number: 382822	PE	425,000	5,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23,000	453,000	3,143,877  Mt. Vista	
		ROW	1,140,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	360,000		1,500,000
		CN	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3,800,000	3,800,000		
		TOTAL	1,565,000	5,000			0			0			0			0			0			4,183,000	5,753,000		
D	NE 162nd Avenue - NE 39th Street to Ward Road  WO Number: 393722	PE	612,000	7,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	619,000	1,707,407  Evergreen	
		ROW	1,236,000	109,000	0	950,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2,295,000		
		CN	0	0	0	0	0	0	0	430,000	1,507,000	4,800,000	1,481,000	0	200,000	0	0	0	0	0	0	0	8,418,000		
		TOTAL	1,848,000	1,066,000			0			6,737,000			1,681,000			0			0			0	11,332,000		
E	NE 199th Street - NE 122nd Avenue (SR-503) to NE 142nd Avenue  WO Number: 380122	PE	343,000	28,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	371,000		
		ROW	1,182,000	38,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1,220,000		
		CN	0	1,273,000	0	2,532,000	0	0	899,000	0	0	0	0	0	0	0	0	0	0	0	0	0	4,704,000		
		TOTAL	1,525,000	3,871,000			899,000			0			0			0			0			0	6,295,000		
F	NE 25th Avenue - NE 78th Street to NE 99th Street  WO Number: 382722	PE	696,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	696,000	1,886,311  Hazel Dell	
		ROW	2,446,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2,446,000		
		CN	3,910,000	50,000	200,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4,160,000		
		TOTAL	7,052,000	250,000			0			0			0			0			0			0	7,302,000		
G	NE 72nd Avenue - South of NE 99th Street to St. Johns Road  WO Number: 310122	PE	247,000	200,000	0	0	47,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	494,000	1,585,081  Orchards	
		ROW	600,000	1,000,000	0	0	459,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2,059,000		
		CN	0	0	0	0	0	0	0	1,400,000	0	2,000,000	340,000	0	600,000	0	0	0	0	0	0	0	4,340,000		
		TOTAL	847,000	1,200,000			506,000			3,400,000			940,000			0			0			0	6,893,000		
H	NE 76th Street - NE 117th Avenue (SR-503) to NE 142nd Avenue  WO Number: 311022	PE	311,000	8,000	0	12,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	331,000	1,509,884  Orchards	
		ROW	600,000	466,000	0	605,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1,671,000		
		CN	0	0	0	0	1,368,000	0	2,050,000	477,000	0	41,000	0	0	0	0	0	0	0	0	0	0	3,936,000		
		TOTAL	911,000	1,091,000			3,418,000			518,000			0			0			0			0	5,938,000		
I	NE Covington Road - NE 102nd Avenue to NE 76th Street  WO Number: 301022	PE	234,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	234,000	1,469,396  Orchards	
		ROW	220,000	180,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	400,000		
		CN	0	137,000	300,000	1,748,000	67,000	0	484,000	0	0	0	0	0	0	0	0	0	0	0	0	0	2,736,000		
		TOTAL	454,000	2,365,000			551,000			0			0			0			0			0	3,370,000		
J	NE Highway 99 - NE 20th Avenue to NE 134th Street  WO Number: 392922	PE	1,260,000	190,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1,450,000	4,098,450  Mt. Vista	
		ROW	1,523,000	677,000	1,000,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3,200,000		
		CN	0	0	0	0	0	0	0	0	1,000,000	3,800,000	130,000	300,000	2,770,000	0	0	0	0	0	0	0	8,000,000		
		TOTAL	2,783,000	1,867,000			0			4,800,000			3,200,000			0			0			0	12,650,000		
K	NE Padden Parkway - Andresen Road to NE 94th Avenue  WO Number: 392722	PE	795,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	795,000	1,101,443  Orchards	
		ROW	50,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	50,000		
		CN	2,500,000	700,000	0	3,000,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6,200,000		
		TOTAL	3,345,000	3,700,000			0			0			0			0			0			0	7,045,000		

## 2003 - 2008 Transportation Improvement Program Project Funding Analysis

R a n k	Project	Phase	Spent to Date	2003			2004			2005			2006			2007			2008			Cost to Complete	Project Total	TIF Eligibility
				CRF	TIF	Grants	CRF	TIF	Grants	CRF	TIF	Grants	CRF	TIF	Grants	CRF	TIF	Grants	CRF	TIF	Grants			
L	NE Padden Parkway - NE 78th Street to Andresen Road (West) WO Number: 331922	PE	1,344,900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1,344,900	1,337,734 Orchards
		ROW	879,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	879,000	
		CN	4,131,000	0	0	3,202,000	33,000	0	200,000	83,000	0	0	83,000	0	0	0	0	0	0	0	0	0	7,732,000	
		TOTAL	6,354,900	3,202,000			233,000			83,000			83,000			0			0			0	9,955,900	
M	NE St. Johns Road - NE 50th Avenue to NE 72nd Avenue WO Number: 301422	PE	460,000	19,000	0	0	5,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	484,000	3,086,873 Orchards
		ROW	2,086,000	525,000	0	725,000	439,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3,775,000	
		CN	0	0	0	0	2,400,000	0	4,900,000	1,610,000	0	200,000	0	0	0	0	0	0	0	0	0	0	9,110,000	
		TOTAL	2,546,000	1,269,000			7,744,000			1,810,000			0			0			0			0	13,369,000	
N	NE Ward Road / NE 172nd Avenue - South of NE 99th Avenue WO Number: 350422	PE	857,000	26,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	883,000	
		ROW	1,007,000	145,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1,152,000	
		CN	4,000	0	0	0	4,880,000	0	0	1,416,000	0	0	0	0	0	0	0	0	0	0	0	0	6,300,000	
		TOTAL	1,868,000	171,000			4,880,000			1,416,000			0			0			0			0	8,335,000	
O	NW 117th/119th Street - NW 7th Avenue to Hazel Dell Avenue WO Number: 381022	PE	419,000	13,000	0	0	2,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	434,000	2,758,078 Hazel Dell
		ROW	1,238,000	416,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1,654,000	
		CN	0	0	0	0	0	850,000	2,500,000	200,000	650,000	500,000	0	0	0	0	0	0	0	0	0	0	4,700,000	
		TOTAL	1,657,000	429,000			3,352,000			1,350,000			0			0			0			0	6,788,000	
P	SE 1st Street - NE 192nd Avenue to Leadbetter Parkway WO Number: 312022	PE	50,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	50,000	605,989 East City
		ROW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
		CN	0	500,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	500,000	
		TOTAL	50,000	500,000			0			0			0			0			0			0	550,000	
1	NE 76th Street - NE 94th Avenue to NE 107th Avenue WO Number: 320922	PE	100,000	110,000	0	0	20,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	230,000	1,849,715 Orchards
		ROW	125,000	700,000	300,000	0	875,000	500,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2,500,000	
		CN	0	0	0	0	0	0	0	260,000	500,000	1,000,000	0	0	0	0	0	0	0	0	0	0	1,760,000	
		TOTAL	225,000	1,110,000			1,395,000			1,760,000			0			0			0			0	4,490,000	
2	NE 139th Street (I-5 Overcrossing) - NE 10th Avenue WO Number: TBD	PE	0	200,000	0	0	200,000	0	0	330,000	0	0	200,000	0	0	0	0	0	0	0	0	0	930,000	
		ROW	0	0	0	0	0	0	0	0	0	0	920,000	0	0	0	0	0	0	0	0	0	920,000	
		CN	0	0	0	0	0	0	0	0	0	0	0	0	0	2,332,000	0	3,500,000	1,458,000	0	0	0	7,290,000	
		TOTAL	0	200,000			200,000			330,000			1,120,000			5,832,000			1,458,000			0	9,140,000	
4	NE 117th Street - Hazel Dell Avenue to Highway 99 WO Number: 320322	PE	100,000	103,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	203,000	
		ROW	400,000	800,000	0	0	633,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1,833,000	
		CN	0	0	0	0	0	0	0	2,460,000	0	0	616,000	0	0	0	0	0	0	0	0	0	3,076,000	
		TOTAL	500,000	903,000			633,000			2,460,000			616,000			0			0			0	5,112,000	
5	NE 23rd Avenue (I-205 Ramp Extension) - NE 134th Street to WO Number: TBD	PE	0	200,000	0	0	150,000	0	0	140,000	0	0	0	0	0	0	0	0	0	0	0	0	490,000	
		ROW	0	0	0	0	0	0	0	300,000	0	0	390,000	0	0	0	0	0	0	0	0	0	690,000	
		CN	0	0	0	0	0	0	0	0	0	0	0	0	0	1,500,000	0	1,500,000	440,000	0	400,000	0	3,840,000	
		TOTAL	0	200,000			150,000			440,000			390,000			3,000,000			840,000			0	5,020,000	
6	NE Highway 99 - South of Railroad Bridge to NE 63rd Street WO Number: TBD	PE	0	100,000	0	0	150,000	0	0	150,000	0	0	0	0	0	0	0	0	0	0	0	0	400,000	
		ROW	0	0	0	0	300,000	0	0	500,000	0	0	0	0	0	0	0	0	0	0	0	0	800,000	
		CN	0	0	0	0	0	0	0	0	0	0	1,000,000	0	1,400,000	500,000	0	100,000	0	0	0	0	3,000,000	
		TOTAL	0	100,000			450,000			650,000			2,400,000			600,000			0			0	4,200,000	
7	NE 88th Street - St. Johns Road to Andresen Road WO Number: 321022	PE	50,000	200,000	0	0	50,000	0	0	50,000	0	0	0	0	0	0	0	0	0	0	0	0	350,000	1,302,365 Orchards
		ROW	0	20,000	0	0	480,000	100,000	0	890,000	0	0	0	0	0	0	0	0	0	0	0	0	1,490,000	
		CN	0	0	0	0	0	0	0	0	0	0	1,200,000	700,000	2,100,000	300,000	700,000	0	0	0	0	0	5,000,000	
		TOTAL	50,000	220,000			630,000			940,000			4,000,000			1,000,000			0			0	6,840,000	

## 2003 - 2008 Transportation Improvement Program Project Funding Analysis

Rank	Project	Phase	Spent to Date	2003			2004			2005			2006			2007			2008			Cost to Complete	Project Total	TIF Eligibility
				CRF	TIF	Grants	CRF	TIF	Grants	CRF	TIF	Grants	CRF	TIF	Grants	CRF	TIF	Grants	CRF	TIF	Grants			
8	NE 137th Avenue - NE Fourth Plain Boulevard to NE 76th Street WO Number: 321122	PE	60,000	40,000	0	0	5,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	105,000	279,254 Orchards
		ROW	0	30,000	0	0	450,000	120,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	600,000	
		CN	0	0	0	0	0	0	0	950,000	0	0	0	0	0	0	0	0	0	0	0	0	950,000	
		TOTAL	60,000	70,000			575,000			950,000			0			0			0			0	1,655,000	
9	NE Salmon Creek Avenue - WSU Entrance to NE 50th Avenue WO Number: TBD	PE	0	0	0	0	0	0	0	200,000	0	0	200,000	0	0	0	0	0	0	0	0	0	400,000	
		ROW	0	0	0	0	0	0	0	0	0	0	200,000	0	0	850,000	0	0	0	0	0	0	1,050,000	
		CN	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2,000,000	0	2,000,000	1,000,000	5,000,000	
		TOTAL	0	0			0			200,000			400,000			850,000			4,000,000			1,000,000	6,450,000	
10	NE 88th Street - Highway 99 to St. Johns Road WO Number: TBD	PE	0	0	0	0	100,000	0	0	200,000	0	0	200,000	0	0	0	0	0	0	0	0	0	500,000	
		ROW	0	0	0	0	0	0	0	500,000	0	0	1,000,000	0	0	1,500,000	0	0	0	0	0	0	3,000,000	
		CN	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2,500,000	0	2,300,000	1,200,000	6,000,000	
		TOTAL	0	0			100,000			700,000			1,200,000			1,500,000			4,800,000			1,200,000	9,500,000	
11	NE 139th Street - NE 20th Avenue to NE 29th Avenue WO Number: TBD	PE	0	0	0	0	0	0	0	50,000	50,000	0	70,000	70,000	0	0	0	0	0	0	0	0	240,000	1,640,696 Mt. Vista
		ROW	0	0	0	0	0	0	0	0	0	0	300,000	300,000	0	250,000	0	0	0	0	0	0	850,000	
		CN	0	0	0	0	0	0	0	0	0	0	0	0	0	800,000	800,000	0	200,000	200,000	0	0	2,000,000	
		TOTAL	0	0			0			100,000			740,000			1,850,000			400,000			0	3,090,000	
12	NE 119th Street - Salmon Creek Avenue to NE 72nd Avenue WO Number: TBD	PE	0	0	0	0	0	0	0	140,000	60,000	0	200,000	100,000	0	0	0	0	0	0	0	0	500,000	990,752 Hazel Dell
		ROW	0	0	0	0	0	0	0	0	0	0	400,000	120,000	0	880,000	400,000	0	0	0	0	0	1,800,000	
		CN	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1,400,000	1,000,000	2,400,000	1,200,000	6,000,000	
		TOTAL	0	0			0			200,000			820,000			1,280,000			4,800,000			1,200,000	8,300,000	
14	NE 99th Street - NE 72nd Avenue to NE 117th Avenue (SR-503) WO Number: TBD	PE	0	0	0	0	0	0	0	0	0	0	100,000	0	0	250,000	0	0	200,000	0	0	0	550,000	
		ROW	0	0	0	0	0	0	0	0	0	0	0	0	0	500,000	0	0	1,000,000	0	0	2,350,000	3,850,000	
		CN	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5,500,000	5,500,000	
		TOTAL	0	0			0			0			100,000			750,000			1,200,000			7,850,000	9,900,000	
15	NE 179th Street - NE 10th Avenue to NE 50th Avenue WO Number: 381122	PE	216,000	100,000	0	0	100,000	0	0	100,000	100,000	0	100,000	50,000	0	8,000	0	0	0	0	0	0	774,000	5,349,946 Mt. Vista
		ROW	1,200,000	0	0	0	0	0	0	0	0	0	0	0	0	500,000	300,000	750,000	740,000	300,000	250,000	0	4,040,000	
		CN	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13,550,000	13,550,000	
		TOTAL	1,416,000	100,000			100,000			200,000			150,000			1,558,000			1,290,000			13,550,000	18,364,000	
16	NW 179th Street - I-5 to NW 11th Avenue WO Number: 320222	PE	80,000	100,000	0	0	100,000	0	0	100,000	0	0	81,000	0	0	0	0	0	0	0	0	0	461,000	3,514,723 Mt. Vista
		ROW	350,000	0	0	0	0	0	0	0	0	0	0	0	0	1,000,000	0	850,000	326,000	200,000	50,000	0	2,776,000	
		CN	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8,275,000	8,275,000	
		TOTAL	430,000	100,000			100,000			100,000			81,000			1,850,000			576,000			8,275,000	11,512,000	
17	NE 99th Street - NE 117th Avenue (SR-503) to NE 137th Avenue WO Number: TBD	PE	0	0	0	0	0	0	0	0	0	0	100,000	0	0	100,000	0	0	50,000	0	0	0	250,000	
		ROW	0	0	0	0	0	0	0	0	0	0	0	0	0	1,000,000	0	0	0	0	0	0	1,000,000	
		CN	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1,800,000	0	0	700,000	2,500,000	
		TOTAL	0	0			0			0			100,000			1,100,000			1,850,000			700,000	3,750,000	
18	NE Heisson Road - Battle Ground City limits to NE 244th Street WO Number: TBD	PE	0	0	0	0	100,000	0	0	70,000	0	0	0	0	0	0	0	0	0	0	0	0	170,000	
		ROW	0	0	0	0	0	0	0	0	0	0	400,000	0	0	0	0	0	0	0	0	0	400,000	
		CN	0	0	0	0	0	0	0	0	0	0	0	0	0	575,000	0	900,000	0	0	0	0	1,475,000	
		TOTAL	0	0			100,000			70,000			400,000			1,475,000			0			0	2,045,000	
19	NE 63rd Street - NE Andresen Road to Interstate 205 WO Number: TBD	PE	0	0	0	0	0	0	0	0	0	0	0	0	0	200,000	0	0	100,000	150,000	0	50,000	500,000	3,207,263 Orchards
		ROW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	750,000	500,000	0	450,000	1,700,000	
		CN	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4,500,000	4,500,000	
		TOTAL	0	0			0			0			0			200,000			1,500,000			5,000,000	6,700,000	

## 2003 - 2008 Transportation Improvement Program Project Funding Analysis

Rank	Project	Phase	Spent to Date	2003			2004			2005			2006			2007			2008			Cost to Complete	Project Total	TIF Eligibility
				CRF	TIF	Grants	CRF	TIF	Grants	CRF	TIF	Grants	CRF	TIF	Grants	CRF	TIF	Grants	CRF	TIF	Grants			
20	NE 119th Street - NE 72nd Avenue to NE 117th Avenue (SR- WO Number: TBD	PE	0	0	0	0	0	0	0	0	0	0	0	0	0	200,000	0	0	200,000	0	0	250,000	650,000	
		ROW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	800,000	0	0	1,600,000	2,400,000	
		CN	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7,000,000	7,000,000	
		TOTAL	0	0			0			0			0			200,000			1,000,000			8,850,000	10,050,000	
21	NE Rosewood Avenue - NE 102nd Avenue to NE 117th Avenue (SR- WO Number: TBD	PE	0	0	0	0	0	0	0	0	0	0	0	0	0	100,000	0	0	50,000	0	0	0	150,000	
		ROW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	600,000	0	0	0	600,000	
		CN	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1,700,000	1,700,000	
		TOTAL	0	0			0			0			0			100,000			650,000			1,700,000	2,450,000	
22	NE 10th Avenue - NE 134th Street to NE 149th Street WO Number: TBD	PE	0	0	0	0	0	0	0	0	0	0	0	0	0	200,000	0	0	120,000	0	0	0	320,000	1,849,008 Mt. Vista
		ROW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	550,000	550,000	
		CN	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3,200,000	3,200,000	
		TOTAL	0	0			0			0			0			200,000			120,000			3,750,000	4,070,000	
23	NE 94th Avenue - Padden Parkway to NE 119th Street WO Number: TBD	PE	0	0	0	0	0	0	0	0	0	0	0	0	0	200,000	0	0	200,000	0	0	160,000	560,000	
		ROW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3,050,000	3,050,000	
		CN	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5,600,000	5,600,000	
		TOTAL	0	0			0			0			0			200,000			200,000			8,810,000	9,210,000	
24	NE Hazel Dell Avenue - NE 99th Street to NE 114th Street WO Number: 312122	PE	150,000	10,000	0	0	0	0	0	0	0	0	140,000	0	0	75,000	0	0	0	0	0	0	375,000	1,540,352 Hazel Dell
		ROW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	450,000	220,000	0	0	670,000	
		CN	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4,000,000	4,000,000	
		TOTAL	150,000	10,000			0			0			140,000			75,000			670,000			4,000,000	5,045,000	
25	NE 179th Street - NE Cramer Road to SR-503 WO Number: TBD	PE	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	200,000	0	0	200,000	400,000		
		ROW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	900,000		900,000
		CN	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3,400,000		3,400,000
		TOTAL	0	0			0			0			0			0			200,000			4,500,000		4,700,000
26	NE 10th Avenue Phase II - NE Carty Road to Ridgfield City WO Number: 311522	PE	102,000	150,000	0	0	103,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	355,000		
		ROW	10,000	205,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		215,000
		CN	0	0	0	0	0	0	0	0	0	0	2,393,000	0	900,000	0	0	0	0	0	0	0		3,293,000
		TOTAL	112,000	355,000			103,000			0			3,293,000			0			0			0		3,863,000
CARRY OVER PROJECTS																								
C/O	NE Covington Road - Fourth Plain Boulevard to NE 102nd Avenue WO Number: 360822	PE	237,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	237,000	1,597,147 Orchards	
		ROW	2,383,000	165,000	0	0	50,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2,598,000		
		CN	2,890,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2,890,000		
		TOTAL	5,510,000	165,000			50,000			0			0			0			0			0		5,725,000
C/O	Lalonde Creek Subbasin - Stormwater Facility - NE 119th WO Number: 392312	PE	203,000	1,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	204,000		
		ROW	149,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	149,000		
		CN	0	400,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	400,000		
		TOTAL	352,000	401,000			0			0			0			0			0			0		753,000
C/O	NE 76th Street - NE 107th Avenue to NE 117th Avenue WO Number: 393622	PE	160,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	160,000	634,348 Orchards	
		ROW	309,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	309,000		
		CN	834,000	22,000	0	78,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	934,000		
		TOTAL	1,303,000	100,000			0			0			0			0			0			0		1,403,000
C/O	NE 72nd Avenue - NE 199th Street to NE 219th Street WO Number: 370522	PE	165,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	165,000		
		ROW	406,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	406,000		
		CN	1,077,500	12,500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1,090,000		
		TOTAL	1,648,500	12,500			0			0			0			0			0			0		1,661,000

## 2003 - 2008 Transportation Improvement Program Project Funding Analysis

				2003			2004			2005			2006			2007			2008						
R a n k	Project	Phase	Spent to Date	CRF	TIF	Grants	CRF	TIF	Grants	CRF	TIF	Grants	CRF	TIF	Grants	CRF	TIF	Grants	CRF	TIF	Grants	Cost to Complete	Project Total	TIF Eligibility	
C/O	Miscellaneous Projects - Various Locations  WO Number: TBD	PE	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
		ROW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
		CN	0	52,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0
		TOTAL	0	52,000			0			0			0			0			0			0	0		
C/O	NE Padden Parkway - SR-503 to Ward Road (East Leg)  WO Number: 382922	PE	1,182,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1,182,000	3,024,963 Orchards	
		ROW	991,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	991,000		
		CN	30,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14,660,000		
		TOTAL	16,803,000	30,000			0			0			0			0			0			0	16,833,000		
C/O	NE 10th Avenue Phase I - SR-502 to Carty Road  WO Number: 360322	PE	542,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	542,000		
		ROW	204,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	204,000		
		CN	68,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3,833,000		
		TOTAL	4,511,000	68,000			0			0			0			0			0			0	4,579,000		
ONGOING PROGRAMS																									
NA	Transportation Safety Improvement Program - TBD  WO Number: TBD	PE	360,550	59,900	0	17,600	60,000	0	0	60,000	0	0	60,000	0	0	60,000	0	0	60,000	0	0	0	738,050		
		ROW	32,800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	32,800		
		CN	1,161,032	540,600	0	283,900	540,000	0	0	540,000	0	0	540,000	0	0	540,000	0	0	540,000	0	0	0	4,685,532		
		TOTAL	1,554,382	902,000			600,000			600,000			600,000			600,000			600,000			0	5,456,382		
NA	Road Preservation Program - TBD  WO Number: TBD	PE	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
		ROW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
		CN	2,685,000	2,100,000	0	500,000	2,230,000	0	500,000	2,360,000	0	500,000	2,500,000	0	500,000	2,650,000	0	500,000	2,760,000	0	500,000	0	20,285,000		
		TOTAL	2,685,000	2,600,000			2,730,000			2,860,000			3,000,000			3,150,000			3,260,000			0	20,285,000		
NA	Unprogrammed / Advanced Right- of-Way Purchases Program - TBD  WO Number: TBD	PE	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
		ROW	0	300,000	0	0	300,000	0	0	300,000	0	0	300,000	0	0	300,000	0	0	300,000	0	0	0	1,800,000		
		CN	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
		TOTAL	0	300,000			300,000			300,000			300,000			300,000			300,000			0	1,800,000		
NA	Neighborhood Traffic Management Program - TBD  WO Number: TBD	PE	78,400	40,000	0	0	40,000	0	0	40,000	0	0	40,000	0	0	40,000	0	0	40,000	0	0	0	318,400		
		ROW	51,100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	51,100		
		CN	400,000	210,000	0	0	210,000	0	0	210,000	0	0	210,000	0	0	210,000	0	0	210,000	0	0	0	1,660,000		
		TOTAL	529,500	250,000			250,000			250,000			250,000			250,000			250,000			0	2,029,500		
NA	Environmental Impact Mitigation Program - TBD  WO Number: TBD	PE	199,000	100,000	0	0	125,000	0	0	125,000	0	0	125,000	0	0	125,000	0	0	125,000	0	0	0	924,000		
		ROW	33,600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	33,600		
		CN	2,139,800	150,000	0	0	125,000	0	0	125,000	0	0	125,000	0	0	125,000	0	0	125,000	0	0	0	2,914,800		
		TOTAL	2,372,400	250,000			250,000			250,000			250,000			250,000			250,000			0	3,872,400		
TOTALS																									
Annual Totals by Funding				14,146,500	2,150,000	18,143,500	17,400,000	1,570,000	11,729,000	16,766,000	3,867,000	12,841,000	16,144,000	1,640,000	8,470,000	17,870,000	2,200,000	8,100,000	19,744,000	2,570,000	7,900,000	6-Year TIP Total: \$183,251,000			
Annual Totals by Phase				PE	ROW	CN	PE	ROW	CN	PE	ROW	CN	PE	ROW	CN	PE	ROW	CN	PE	ROW	CN				
				2,070,000	9,356,000	23,014,000	1,357,000	4,706,000	24,636,000	1,965,000	2,490,000	29,019,000	1,836,000	4,330,000	20,088,000	1,558,000	9,080,000	17,532,000	1,495,000	6,486,000	22,233,000				
Annual Totals				34,440,000			30,699,000			33,474,000			26,254,000			28,170,000			30,214,000						





# ANNUAL CONSTRUCTION PROGRAM FOR 2003

## (7) TYPE OF WORK CODES

A. GRADING DRAINAGE  
B. BASE TOP COURSE  
C. BITUM SURF TREATMENT  
D. AC/PCC PAVEMENT  
E. CURBS GUTTERS  
F. SIDEWALKS  
G. TRAFFIC FACILITIES  
H. PATHS, TRAILS, BIKEWAYS  
I. BRIDGES  
J. FERRY FACILITIES

## DAY LABOR COMPUTATION

(A) TOTAL CONSTRUCTION PROGRAM (Columns 14 + 15) \$23,014,000  
(B) COMPUTED DAY LABOR LIMIT \$3,452,100  
(C) TOTAL DAY LABOR CONSTRUCTION PROGRAM \$730,000

## COUNTY

Date of Submittal of Recommended Program  
Date of Environmental Assessment  
Date of Final Adoption  
Ordinance/Resolution Number  
Revised Program Adoption

## CLARK

October 2002  
October 2002  
November 2002

LINE (C) MUST BE SMALLER THAN LINE (B)

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Item No.	6YR Rank	Road Log No.	ROAD/PROJECT NAME AND LOCATION (Brief termini description or MP's; Bridge#)	Project Length (miles)	Func. Class	Type of Work	Environ. Assessmt.	Source of Funds (\$1,000'S)		Estimated Expenditures (\$1,000'S)				Total	
								County	Other Funds	PE	ROW	Construction			
									Source(Amount)			Contract	Day Labor		
IMPROVEMENT PROJECTS															
1	I	23650	NE Covington Road NE 102nd Avenue to NE 76th Street, WO #301022	0.55	16	ABDEFGH	I	317	TIF(300), AIP(1,748)	0	180	2,185	0	2,365	
2	M	91250	NE St. Johns Road NE 50th Avenue to NE 72nd Avenue, WO #301422	1.46	14	ABDEFGH	S	544	Real Prop.(500), STP-TMA(225)	19	1,250	0	0	1,269	
3	G	92190	NE 72nd Avenue South of NE 99th Street to St. Johns Road, WO #310122	0.78	14	ABDEFGH	S	1,200		200	1,000	0	0	1,200	
4	H	24120	NE 76th Street NE 117th Avenue (SR-503) to NE 142nd Avenue, WO #311022	1.26	16	ABDEFGH	I	474	AIP(617)	20	1,071	0	0	1,091	
5	26	94450	NE 10th Avenue Phase II NE Carty Road to Ridgefield City Limits, WO #311522	0.85	7	ABD	S	355		150	205	0	0	355	
6	P	92160 93300	SE 1st Street NE 192nd Avenue to Leadbetter Parkway, WO #312022	1.46	14	ABDEFGH	S	500		0	0	500	0	500	
7	24	91170	NE Hazel Dell Avenue NE 99th Street to NE 114th Street, WO #312122	0.75	16	ABDEFGH	I	10		10	0	0	0	10	
8	16	94300	NW 179th Street I-5 to NW 11th Avenue, WO #320222	0.94	14	ABDEFGH	S	100		100	0	0	0	100	
9	4	91170	NE 117th Street Hazel Dell Avenue to Highway 99, WO #320322	0.74	16	ABDEFH	S	903		103	800	0	0	903	
10	1	91300	NE 76th Street NE 94th Avenue to NE 107th Avenue, WO #320922	0.62	16	ABDEFH	I	810	TIF(300)	110	1,000	0	0	1,110	
11	7	21600	NE 88th Street St. Johns Road to Andresen Road, WO #321022	1.13	17	ABDEFGH	S	220		200	20	0	0	220	
12	8	25350	NE 137th Avenue NE Fourth Plain Boulevard to NE 76th Street, WO #321122	0.35	16	ABDEFGH	I	70		40	30	0	0	70	
13	L	91300	NE Padden Parkway NE 78th Street to Andresen Road (West Leg), WO #331922	1.1	14	ABDEFGH	S	0	CCRP(410), STP-COMP(2,792)	0	0	3,202	0	3,202	
14	A	94130 91170	NE 117th / 119th Street Highway 99 to east of NE Salmon Creek Avenue, WO #341622	0.75	16	ABDEFGH	S	0	TIF(350), PWTF(2,400)	0	0	2,750	0	2,750	
15	N	95050	NE Ward Road / NE 172nd Avenue South of NE 99th Street to NE 119th Street, WO #350422	1.42	7	ABD	S	171		26	145	0	0	171	
16	E	95050	NE 199th Street NE 122nd Avenue (SR-503) to NE 142nd Avenue, WO #380122	1	16	ABDEFGH	S	1,339	Battle Ground(400), PWTF(1,140), STP-R(992)	28	38	3,805	0	3,871	

Carry Over - Projects Carried Over from 2002

HES, STP, CMAQ, BRS, BRAC = Federal Grants  
SRFB, TSNS, PSMP, CCRP, TPP, AIP, RAP, CAPP = State Grants  
TIF = Traffic Impact Fees  
PWTF = Public Works Trust Fund Loan

# ANNUAL CONSTRUCTION PROGRAM FOR 2003

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LINE (C) MUST BE SMALLER THAN LINE (B)

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Item No.	6YR Rank	Road Log No.	ROAD/PROJECT NAME AND LOCATION (Brief termini description or MP's; Bridge#)	Project Length (miles)	Func. Class	Type of Work	Environ. Assessmt.	Source of Funds (\$1,000'S)		Estimated Expenditures (\$1,000'S)				Total	
								County	Other Funds	PE	ROW	Construction			
									Source(Amount)			Contract	Day Labor		
17	O	14460	NW 117th/119th Street NW 7th Avenue to Hazel Dell Avenue, WO #381022	0.71	16	ABDEFGH	S	429			13	416	0	0	429
18	15	94360	NE 179th Street NE 10th Avenue to NE 50th Avenue, WO #381122	1.98	14	ABDEFGH	S	100			100	0	0	0	100
19	B	43140 94130	NE 134th Street Rockwell Road to WSU Entrance, WO #381422	0.85	14	ABDEFGH	S	116	PWTF(800), TPR(1,290)		31	0	2,175	0	2,206
20	F	19390	NE 25th Avenue NE 78th Street to NE 99th Street, WO #382722	0.93	16	ABDEFGH	I	50	TIF(200)		0	0	250	0	250
21	C		NE 15th Avenue NE Union Road to NE 179th Street, WO #382822	0.9	16	ABDEFGH	S	5			5	0	0	0	5
22	K	22470	NE Padden Parkway Andresen Road to NE 94th Avenue, WO #392722	1.07	14	ABDEFGH	S	700	CMAQ(100), PWTF(2,700), STP-TMA(200)		0	0	3,700	0	3,700
23	J	91110	NE Highway 99 NE 20th Avenue to NE 134th Street, WO #392922	0.4	14	ABDEFGHI	I	867	TIF(1,000)		190	1,677	0	0	1,867
24	D	92230 52890	NE 162nd Avenue NE 39th Street to Ward Road, WO #393722	2.4	14	ABDEFGH	S	116	STP-TMA(250), WSDOT(700)		7	1,059	0	0	1,066
25	6	91110	NE Highway 99 South of Railroad Bridge to NE 63rd Street	0.27	14	ABDEFGHI	I	100			100	0	0	0	100
26	5	91110 43140	NE 23rd Avenue (I-205 Ramp Extension) NE 134th Street to NE 139th Street	0.26		ABDEFGHI	S	200			200	0	0	0	200
27	2	91110 43140	NE 139th Street (I-5 Overcrossing) NE 10th Avenue to NE 20th Avenue	0.5		ABDEFGHI	S	200			200	0	0	0	200
TOTAL - IMPROVEMENT PROJECTS								9,896	19,414		1,852	8,891	18,567	0	29,310

Carry Over - Projects Carried Over from 2002

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November 2002

LINE (C) MUST BE SMALLER THAN LINE (B)

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Item No.	6YR Rank	Road Log No.	ROAD/PROJECT NAME AND LOCATION (Brief termini description or MP's; Bridge#)	Project Length (miles)	Func. Class	Type of Work	Environ. Assessmt.	Source of Funds (\$1,000'S)		Estimated Expenditures (\$1,000'S)				Total	
								County	Other Funds	PE	ROW	Construction			
									Source(Amount)			Contract	Day Labor		
ONGOING PROGRAMS															
28	NA		Transportation Safety Improvement Program			ABDEFGH	I	601	HES(234), TSNS(68)		78	0	695	130	902
29	NA		Environmental Impact Mitigation Program			A	I	250			100	0	150	0	250
30	NA		Neighborhood Traffic Management Program			ABDEFGH	E	250			40	0	210	0	250
31	NA		Unprogrammed / Advanced Right-of-Way Purchases Program				I	300			0	300	0	0	300
32	NA		Road Preservation Program			CD	E	2,100	CAPP(500)		0	0	2,000	600	2,600
				TOTAL - ONGOING PROGRAMS				3,501	802		218	300	3,055	730	4,302
CARRY OVER PROJECTS															
33	0	94450	NE 10th Avenue Phase I SR-502 to Carty Road, WO #360322	1.14	7	ABD	S	68			0	0	68	0	68
34	0	23650	NE Covington Road Fourth Plain Boulevard to NE 102nd Avenue, WO #360822	0.87	16	ABDEFGH	I	165			0	165	0	0	165
35	0	91250	NE 72nd Avenue NE 199th Street to NE 219th Street, WO #370522	1	7	ABD	S	13			0	0	13	0	13
36	0	24120	NE Padden Parkway SR-503 to Ward Road (East Leg), WO #382922	2	14	ABDEFGH	I	30			0	0	30	0	30
37	0		Lalonde Creek Subbasin - Stormwater Facility NE 119th Street, WO #392312	0		A	I	401			1	0	400	0	401
38	0	91300	NE 76th Street NE 107th Avenue to NE 117th Avenue, WO #393622	0.51	16	ABDEFGH	I	22	AIP(78)		0	0	100	0	100
39	0		Miscellaneous Projects Various Locations	0				52			0	0	52	0	52
				TOTAL - CARRY OVER PROJECTS				751	78		1	165	663	0	829
				ANNUAL CONSTRUCTION PROGRAM TOTALS				14,147	20,294		2,070	9,356	22,284	730	34,440

HES, STP, CMAQ, BRS, BRAC = Federal Grants  
SRFB, TSNS, PSMP, CCRP, TPP, AIP, RAP, CAPP = State Grants  
TIF = Traffic Impact Fees  
PWTF = Public Works Trust Fund Loan

Carry Over - Projects Carried Over from 2002



## 2003 - 2008 Transportation Improvement Program Priority Array (Listed Alphanumeric)

2003-2008 RANKING	PROJECT
49	NE 107th Avenue - NE Covington Road to NE 99th Street
22	NE 10th Avenue - NE 134th Street to NE 149th Street
26	NE 10th Avenue Phase II - NE Carty Road to Ridgefield City Limits
57	NE 10th Avenue/Timmen Road - NE 264th Street to La Center Road
75	NE 112th Avenue - Battle Ground City Limits to NE 239th Street
A	NE 117th / 119th Street - Highway 99 to east of NE Salmon Creek Avenue
4	NE 117th Street - Hazel Dell Avenue to Highway 99
12	NE 119th Street - Salmon Creek Avenue to NE 72nd Avenue
20	NE 119th Street - NE 72nd Avenue to NE 117th Avenue (SR-503)
29	NE 119th Street - NE 152nd Avenue to NE 172nd Avenue
64	NE 119th Street - NE 117th Avenue to NE 152nd Avenue
35	NE 130th Avenue - Padden Parkway to NE 99th Street
B	NE 134th Street - Rockwell Road to WSU Entrance
31	NE 137th Avenue - Vancouver City Limits to NE Fourth Plain Blvd.
8	NE 137th Avenue - NE Fourth Plain Boulevard to NE 76th Street
11	NE 139th Street - NE 20th Avenue to NE 29th Avenue
2	NE 139th Street (I-5 Overcrossing) - NE 10th Avenue to NE 20th Avenue
68	NE 142nd Avenue - NE 159th Street to NE 199th Street
47	NE 152nd Avenue - NE Ward Road to NE 99th Street
28	NE 15th Avenue - NE 179th Street to NE 10th Avenue (SR-502)
C	NE 15th Avenue - NE Union Road to NE 179th Street
D	NE 162nd Avenue - NE 39th Street to Ward Road
39	NE 164th Street - NE 182nd Avenue to NE 202nd Avenue
15	NE 179th Street - NE 10th Avenue to NE 50th Avenue
25	NE 179th Street - NE Cramer Road to SR-503
38	NE 179th Street - NE 50th Avenue to Cramer Road
50	NE 182nd Avenue - NE 159th Street to Risto Road
58	NE 182nd Avenue - NE 119th Street to NE 159th Street
36	NE 182nd Avenue at NE 159th Street - Intersection
44	NE 192nd Avenue - SE 1st Street to NE 18th Street
E	NE 199th Street - NE 122nd Avenue (SR-503) to NE 142nd Avenue
41	NE 20th Avenue / 29th Avenue - NE 154th Street to NE 179th Street
5	NE 23rd Avenue (I-205 Ramp Extension) - NE 134th Street to NE 139th Street
48	NE 259th Street - NE 10th Avenue to NE 45th Avenue
46	NE 25th Avenue - Minnehaha Street to NE 78th Street
F	NE 25th Avenue - NE 78th Street to NE 99th Street
33	NE 29th Avenue - NE 134th Street to NE 179th Street
87	NE 379th Street at NE 94th Avenue - Intersection
66	NE 40th Street - NE 54th Avenue to Andresen Road
67	NE 47th Avenue - NE 63rd Street to NE 78th Street
19	NE 63rd Street - NE Andresen Road to Interstate 205
52	NE 63rd Street - Interstate 205 to Covington Road

## 2003 - 2008 Transportation Improvement Program Priority Array (Listed Alphanumeric)

2003-2008 RANKING	PROJECT
77	NE 68th Street - Highway 99 to St. Johns Road
61	NE 72nd Avenue - SR-502 to NE 259th Street
G	NE 72nd Avenue - South of NE 99th Street to St. Johns Road
69	NE 72nd Avenue at NE 239th Street - Intersection
1	NE 76th Street - NE 94th Avenue to NE 107th Avenue
H	NE 76th Street - NE 117th Avenue (SR-503) to NE 142nd Avenue
74	NE 78th Street - Ward Road to NE 162nd Avenue
53	NE 82nd Avenue at NE 259th Street - Intersection
10	NE 88th Street - Highway 99 to St. Johns Road
37	NE 88th Street - Hazel Dell Avenue to Highway 99
7	NE 88th Street - St. Johns Road to Andresen Road
82	NE 92nd Avenue - NE 119th Street to NE 159th Street
23	NE 94th Avenue - Padden Parkway to NE 119th Street
14	NE 99th Street - NE 72nd Avenue to NE 117th Avenue (SR-503)
17	NE 99th Street - NE 117th Avenue (SR-503) to NE 137th Avenue
27	NE 99th Street - St. Johns Road to NE 72nd Avenue
45	NE 99th Street - NE 137th Avenue to NE 152nd Avenue
63	NE 99th Street - NE 152nd Avenue to NE 172nd Avenue
55	NE 99th Street at NE 137th Avenue - Intersection
71	NE Brothers Road - NE 31st Avenue to NE 41st Avenue
I	NE Covington Road - NE 102nd Avenue to NE 76th Street
78	NE Gabriel Road - Lewisville Hwy (SR-503) to NE Kelly Road
43	NE Goodwin Road / NE 28th Street - NE 202nd Avenue to NE 232nd Avenue
24	NE Hazel Dell Avenue - NE 99th Street to NE 114th Street
30	NE Hazel Dell Avenue at NE 63rd Street - Intersection
18	NE Heisson Road - Battle Ground City limits to NE 244th Street
3	NE Highway 99 - NE 99th Street to NE 117th Street
34	NE Highway 99 - NE 117th Street to NE 129th Street
6	NE Highway 99 - South of Railroad Bridge to NE 63rd Street
J	NE Highway 99 - NE 20th Avenue to NE 134th Street
56	NE Highway 99 at NE 63rd Street - Intersection
72	NE J.A. Moore Road - NE 290th Street to NE 297th Street
76	NE Lockwood Creek Road - NE 60th Avenue to NE 74th Avenue
K	NE Padden Parkway - Andresen Road to NE 94th Avenue
L	NE Padden Parkway - NE 78th Street to Andresen Road (West Leg)
13	NE Padden Parkway at SR-503 - Interchange
62	NE Robinson Road at SR-500 - Intersection
21	NE Rosewood Avenue - NE 102nd Avenue to NE 117th Avenue (SR-503)
40	NE Salmon Creek Avenue - NE 50th Avenue to NE 159th Street
9	NE Salmon Creek Avenue - WSU Entrance to NE 50th Avenue
M	NE St. Johns Road - NE 50th Avenue to NE 72nd Avenue
51	NE Ward Road - NE 137th Avenue to NE Fourth Plain Blvd.

## 2003 - 2008 Transportation Improvement Program Priority Array (Listed Alphanumeric)

2003-2008 RANKING	PROJECT
N	NE Ward Road / NE 172nd Avenue - South of NE 99th Street to NE 119th Street
O	NW 117th/119th Street - NW 7th Avenue to Hazel Dell Avenue
32	NW 11th / 16th Avenue - NW 99th Street to NW 119th Street
16	NW 179th Street - I-5 to NW 11th Avenue
81	NW 179th Street - NW 11th Avenue to NW 41st Avenue
90	NW 179th Street - NW 41st Avenue to Krieger Road
85	NW 209th Street - NW Delfell Road to NW 31st Avenue
70	NW 21st Avenue - NW 99th Street to NW 119th Street
79	NW 31st Avenue - Ridgefield City Limits to NW 319th Street
73	NW 36th Avenue at McCann Road - Intersection
88	NW 41st Avenue - NW 169th Street to NW 182nd Street
83	NW 94th Street - NW 21st Avenue to NW 9th Avenue
65	NW Bliss Road at NW 21st Avenue - Intersection
42	NW Bratton Road - Pacific Highway to NW 29th Avenue
86	NW Hayes Road - NW 34th Avenue to NW 21st Avenue
91	NW Krieger Road - NW 179th Street to NW 192nd Street
59	NW Lakeshore Drive - NW 78th Street to McCann Road
60	NW Seward Road - NW Bliss Road to NW 41st Avenue
80	SE 15th Street - Everett Road to SE 283rd Avenue
P	SE 1st Street - NE 192nd Avenue to Leadbetter Parkway
89	SE 23rd Street - SE 283rd Avenue to SE 303rd Avenue
84	SE 23rd Street / SE 30th Street - SE 23rd Street/303rd Avenue & SE 30th Street/303rd Avenue
54	SE Gardner Road - SE 15th Street/Everett Road Intersection





# 2003 - 2008 Transportation Improvement Program

## Priority Array

### (Listed by TIP Priority)

2003-2008 RANKING	PROJECT
A	NE 117th / 119th Street - Highway 99 to east of NE Salmon Creek Avenue
B	NE 134th Street - Rockwell Road to WSU Entrance
C	NE 15th Avenue - NE Union Road to NE 179th Street
D	NE 162nd Avenue - NE 39th Street to Ward Road
E	NE 199th Street - NE 122nd Avenue (SR-503) to NE 142nd Avenue
F	NE 25th Avenue - NE 78th Street to NE 99th Street
G	NE 72nd Avenue - South of NE 99th Street to St. Johns Road
H	NE 76th Street - NE 117th Avenue (SR-503) to NE 142nd Avenue
I	NE Covington Road - NE 102nd Avenue to NE 76th Street
J	NE Highway 99 - NE 20th Avenue to NE 134th Street
K	NE Padden Parkway - Andresen Road to NE 94th Avenue
L	NE Padden Parkway - NE 78th Street to Andresen Road (West Leg)
M	NE St. Johns Road - NE 50th Avenue to NE 72nd Avenue
N	NE Ward Road / NE 172nd Avenue - South of NE 99th Street to NE 119th Street
O	NW 117th/119th Street - NW 7th Avenue to Hazel Dell Avenue
P	SE 1st Street - NE 192nd Avenue to Leadbetter Parkway
1	NE 76th Street - NE 94th Avenue to NE 107th Avenue
2	NE 139th Street (I-5 Overcrossing) - NE 10th Avenue to NE 20th Avenue
3	NE Highway 99 - NE 99th Street to NE 117th Street
4	NE 117th Street - Hazel Dell Avenue to Highway 99
5	NE 23rd Avenue (I-205 Ramp Extension) - NE 134th Street to NE 139th Street
6	NE Highway 99 - South of Railroad Bridge to NE 63rd Street
7	NE 88th Street - St. Johns Road to Andresen Road
8	NE 137th Avenue - NE Fourth Plain Boulevard to NE 76th Street
9	NE Salmon Creek Avenue - WSU Entrance to NE 50th Avenue
10	NE 88th Street - Highway 99 to St. Johns Road
11	NE 139th Street - NE 20th Avenue to NE 29th Avenue
12	NE 119th Street - Salmon Creek Avenue to NE 72nd Avenue
13	NE Padden Parkway at SR-503 - Interchange
14	NE 99th Street - NE 72nd Avenue to NE 117th Avenue (SR-503)
15	NE 179th Street - NE 10th Avenue to NE 50th Avenue
16	NW 179th Street - I-5 to NW 11th Avenue
17	NE 99th Street - NE 117th Avenue (SR-503) to NE 137th Avenue
18	NE Heisson Road - Battle Ground City limits to NE 244th Street
19	NE 63rd Street - NE Andresen Road to Interstate 205
20	NE 119th Street - NE 72nd Avenue to NE 117th Avenue (SR-503)
21	NE Rosewood Avenue - NE 102nd Avenue to NE 117th Avenue (SR-503)
22	NE 10th Avenue - NE 134th Street to NE 149th Street
23	NE 94th Avenue - Padden Parkway to NE 119th Street
24	NE Hazel Dell Avenue - NE 99th Street to NE 114th Street
25	NE 179th Street - NE Cramer Road to SR-503
26	NE 10th Avenue Phase II - NE Carty Road to Ridgefield City Limits

# 2003 - 2008 Transportation Improvement Program

## Priority Array

### (Listed by TIP Priority)

2003-2008 RANKING	PROJECT
27	NE 99th Street - St. Johns Road to NE 72nd Avenue
28	NE 15th Avenue - NE 179th Street to NE 10th Avenue (SR-502)
29	NE 119th Street - NE 152nd Avenue to NE 172nd Avenue
30	NE Hazel Dell Avenue at NE 63rd Street - Intersection
31	NE 137th Avenue - Vancouver City Limits to NE Fourth Plain Blvd.
32	NW 11th / 16th Avenue - NW 99th Street to NW 119th Street
33	NE 29th Avenue - NE 134th Street to NE 179th Street
34	NE Highway 99 - NE 117th Street to NE 129th Street
35	NE 130th Avenue - Padden Parkway to NE 99th Street
36	NE 182nd Avenue at NE 159th Street - Intersection
37	NE 88th Street - Hazel Dell Avenue to Highway 99
38	NE 179th Street - NE 50th Avenue to Cramer Road
39	NE 164th Street - NE 182nd Avenue to NE 202nd Avenue
40	NE Salmon Creek Avenue - NE 50th Avenue to NE 159th Street
41	NE 20th Avenue / 29th Avenue - NE 154th Street to NE 179th Street
42	NW Bratton Road - Pacific Highway to NW 29th Avenue
43	NE Goodwin Road / NE 28th Street - NE 202nd Avenue to NE 232nd Avenue
44	NE 192nd Avenue - SE 1st Street to NE 18th Street
45	NE 99th Street - NE 137th Avenue to NE 152nd Avenue
46	NE 25th Avenue - Minnehaha Street to NE 78th Street
47	NE 152nd Avenue - NE Ward Road to NE 99th Street
48	NE 259th Street - NE 10th Avenue to NE 45th Avenue
49	NE 107th Avenue - NE Covington Road to NE 99th Street
50	NE 182nd Avenue - NE 159th Street to Risto Road
51	NE Ward Road - NE 137th Avenue to NE Fourth Plain Blvd.
52	NE 63rd Street - Interstate 205 to Covington Road
53	NE 82nd Avenue at NE 259th Street - Intersection
54	SE Gardner Road - SE 15th Street/Everett Road Intersection
55	NE 99th Street at NE 137th Avenue - Intersection
56	NE Highway 99 at NE 63rd Street - Intersection
57	NE 10th Avenue/Timmen Road - NE 264th Street to La Center Road
58	NE 182nd Avenue - NE 119th Street to NE 159th Street
59	NW Lakeshore Drive - NW 78th Street to McCann Road
60	NW Seward Road - NW Bliss Road to NW 41st Avenue
61	NE 72nd Avenue - SR-502 to NE 259th Street
62	NE Robinson Road at SR-500 - Intersection
63	NE 99th Street - NE 152nd Avenue to NE 172nd Avenue
64	NE 119th Street - NE 117th Avenue to NE 152nd Avenue
65	NW Bliss Road at NW 21st Avenue - Intersection
66	NE 40th Street - NE 54th Avenue to Andresen Road
67	NE 47th Avenue - NE 63rd Street to NE 78th Street
68	NE 142nd Avenue - NE 159th Street to NE 199th Street

# 2003 - 2008 Transportation Improvement Program

## Priority Array

### (Listed by TIP Priority)

2003-2008 RANKING	PROJECT
69	NE 72nd Avenue at NE 239th Street - Intersection
70	NW 21st Avenue - NW 99th Street to NW 119th Street
71	NE Brothers Road - NE 31st Avenue to NE 41st Avenue
72	NE J.A. Moore Road - NE 290th Street to NE 297th Street
73	NW 36th Avenue at McCann Road - Intersection
74	NE 78th Street - Ward Road to NE 162nd Avenue
75	NE 112th Avenue - Battle Ground City Limits to NE 239th Street
76	NE Lockwood Creek Road - NE 60th Avenue to NE 74th Avenue
77	NE 68th Street - Highway 99 to St. Johns Road
78	NE Gabriel Road - Lewisville Hwy (SR-503) to NE Kelly Road
79	NW 31st Avenue - Ridgefield City Limits to NW 319th Street
80	SE 15th Street - Everett Road to SE 283rd Avenue
81	NW 179th Street - NW 11th Avenue to NW 41st Avenue
82	NE 92nd Avenue - NE 119th Street to NE 159th Street
83	NW 94th Street - NW 21st Avenue to NW 9th Avenue
84	SE 23rd Street / SE 30th Street - SE 23rd Street/303rd Avenue & SE 30th Street/303rd Avenue
85	NW 209th Street - NW Delfell Road to NW 31st Avenue
86	NW Hayes Road - NW 34th Avenue to NW 21st Avenue
87	NE 379th Street at NE 94th Avenue - Intersection
88	NW 41st Avenue - NW 169th Street to NW 182nd Street
89	SE 23rd Street - SE 283rd Avenue to SE 303rd Avenue
90	NW 179th Street - NW 41st Avenue to Krieger Road
91	NW Krieger Road - NW 179th Street to NW 192nd Street



# 2003 - 2008 TRANSPORTATION IMPROVEMENT PROGRAM

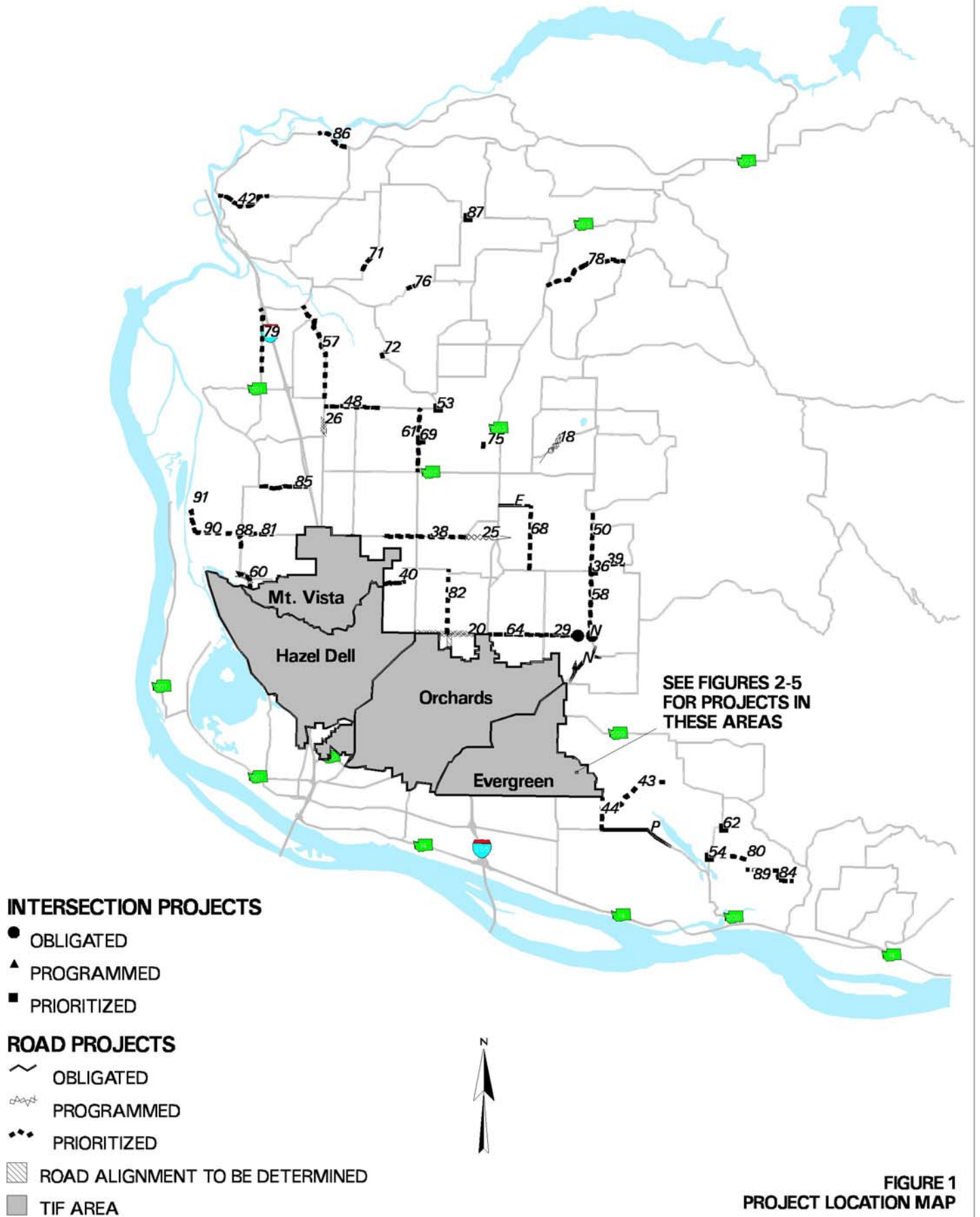
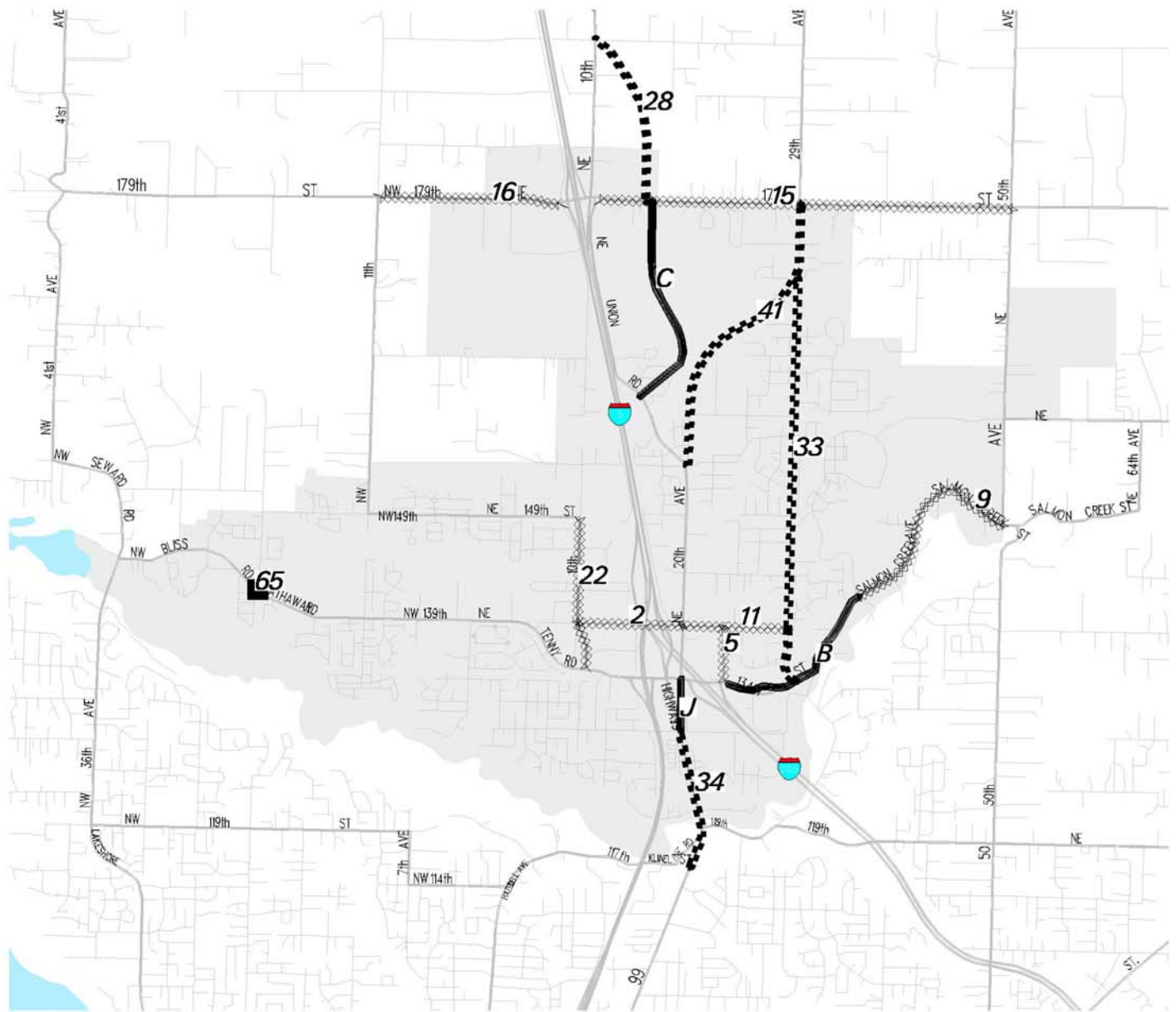


FIGURE 1  
PROJECT LOCATION MAP

# 2003 - 2008 TRANSPORTATION IMPROVEMENT PROGRAM



Projects within TIF areas are not necessarily TIF eligible.

## INTERSECTION PROJECTS

- OBLIGATED
- ▲ PROGRAMMED
- PRIORITIZED

## ROAD PROJECTS

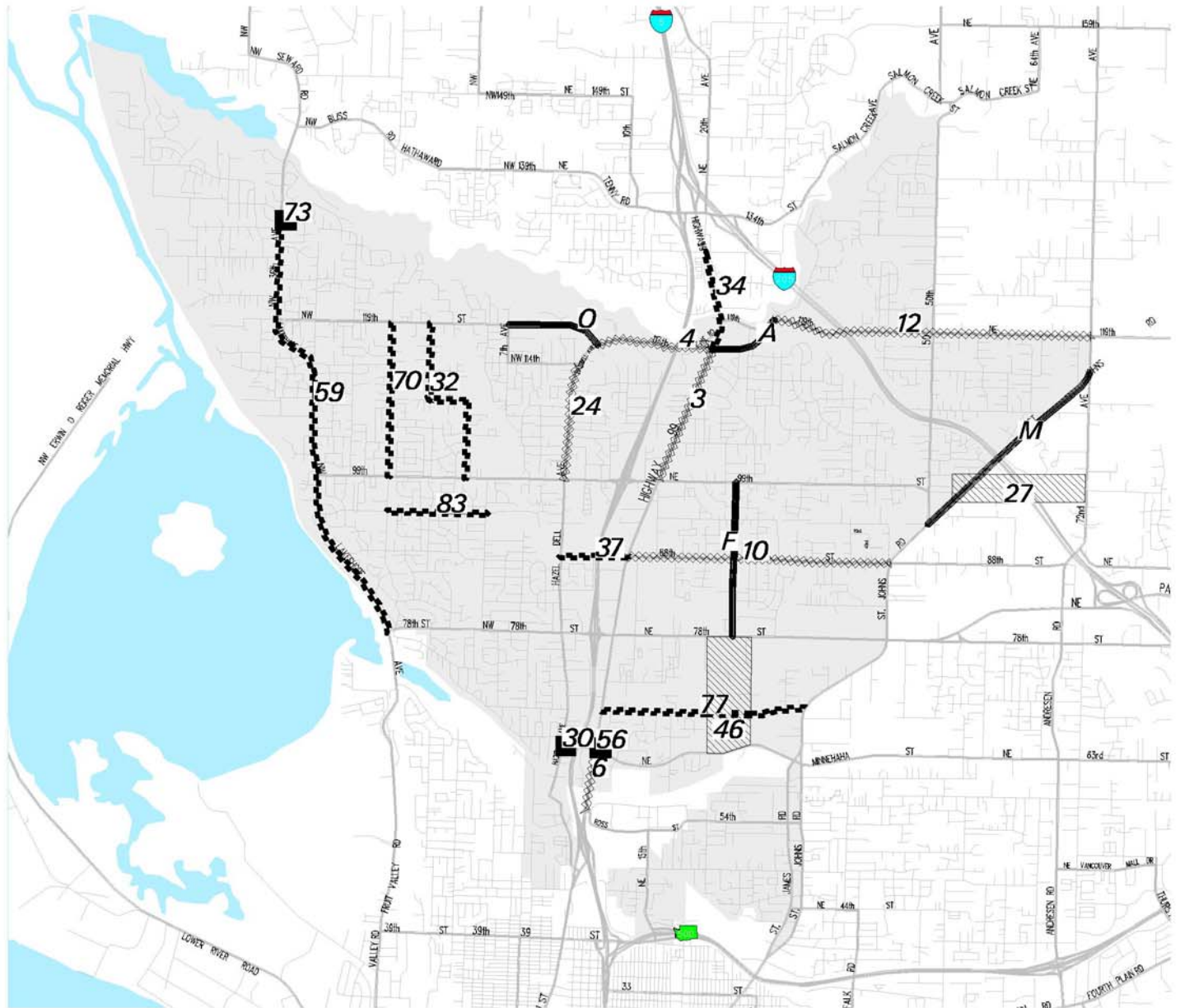
- OBLIGATED
- - - PROGRAMMED
- ... PRIORITIZED
- ▨ ROAD ALIGNMENT TO BE DETERMINED
- TIF AREA



**FIGURE 2**  
**PROJECTS WITHIN MT. VISTA TIF AREA**



# 2003 - 2008 TRANSPORTATION IMPROVEMENT PROGRAM



Projects within TIF areas are not necessarily TIF eligible.

## INTERSECTION PROJECTS

- OBLIGATED
- ▲ PROGRAMMED
- PRIORITIZED

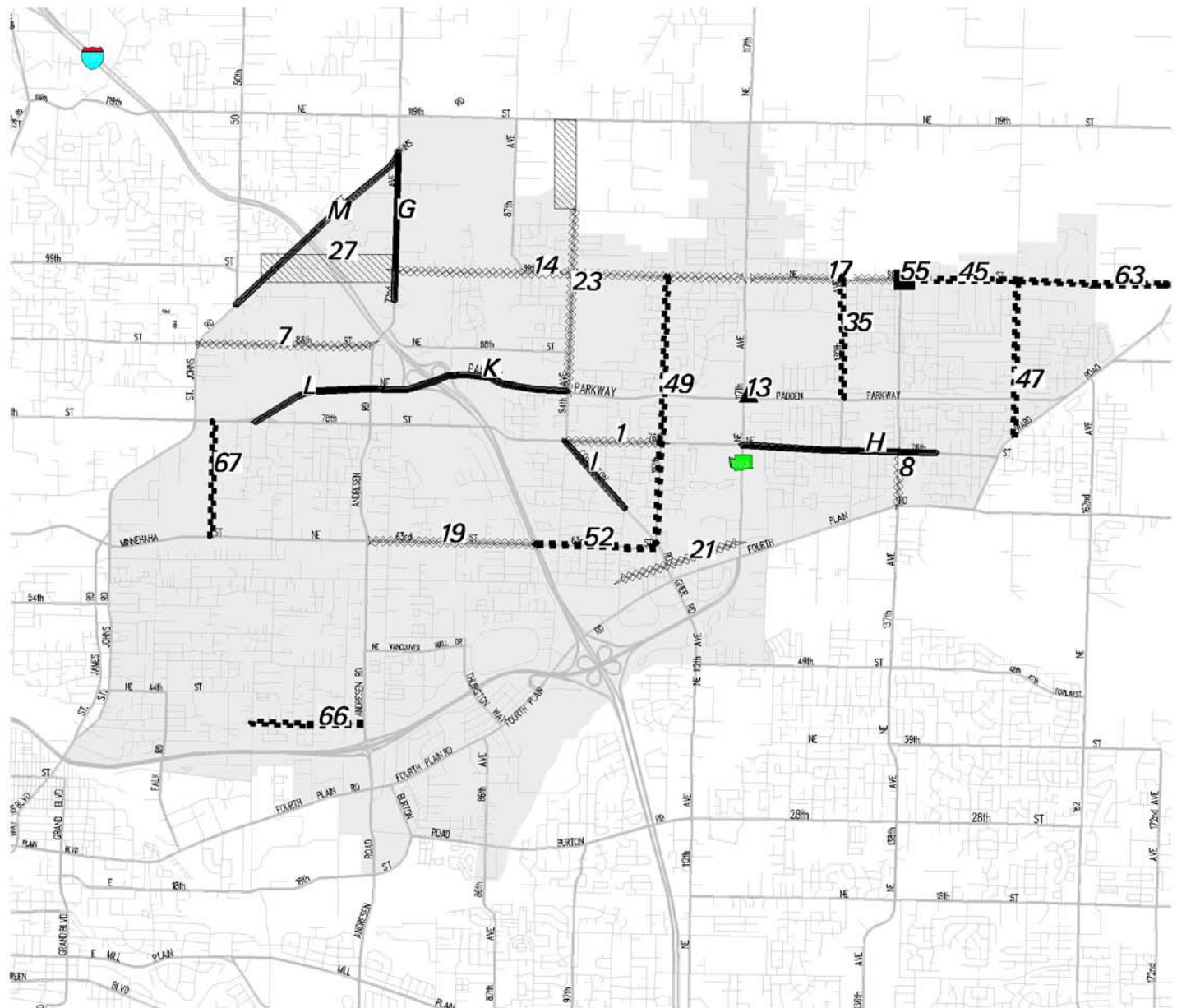
## ROAD PROJECTS

- OBLIGATED
- - - PROGRAMMED
- PRIORITIZED
- ▨ ROAD ALIGNMENT TO BE DETERMINED
- TIF AREA



**FIGURE 3**  
**PROJECTS WITHIN HAZEL DELL TIF AREA**

# 2003 - 2008 TRANSPORTATION IMPROVEMENT PROGRAM



Projects within TIF areas are not necessarily TIF eligible.

## INTERSECTION PROJECTS

- OBLIGATED
- ▲ PROGRAMMED
- PRIORITIZED

## ROAD PROJECTS

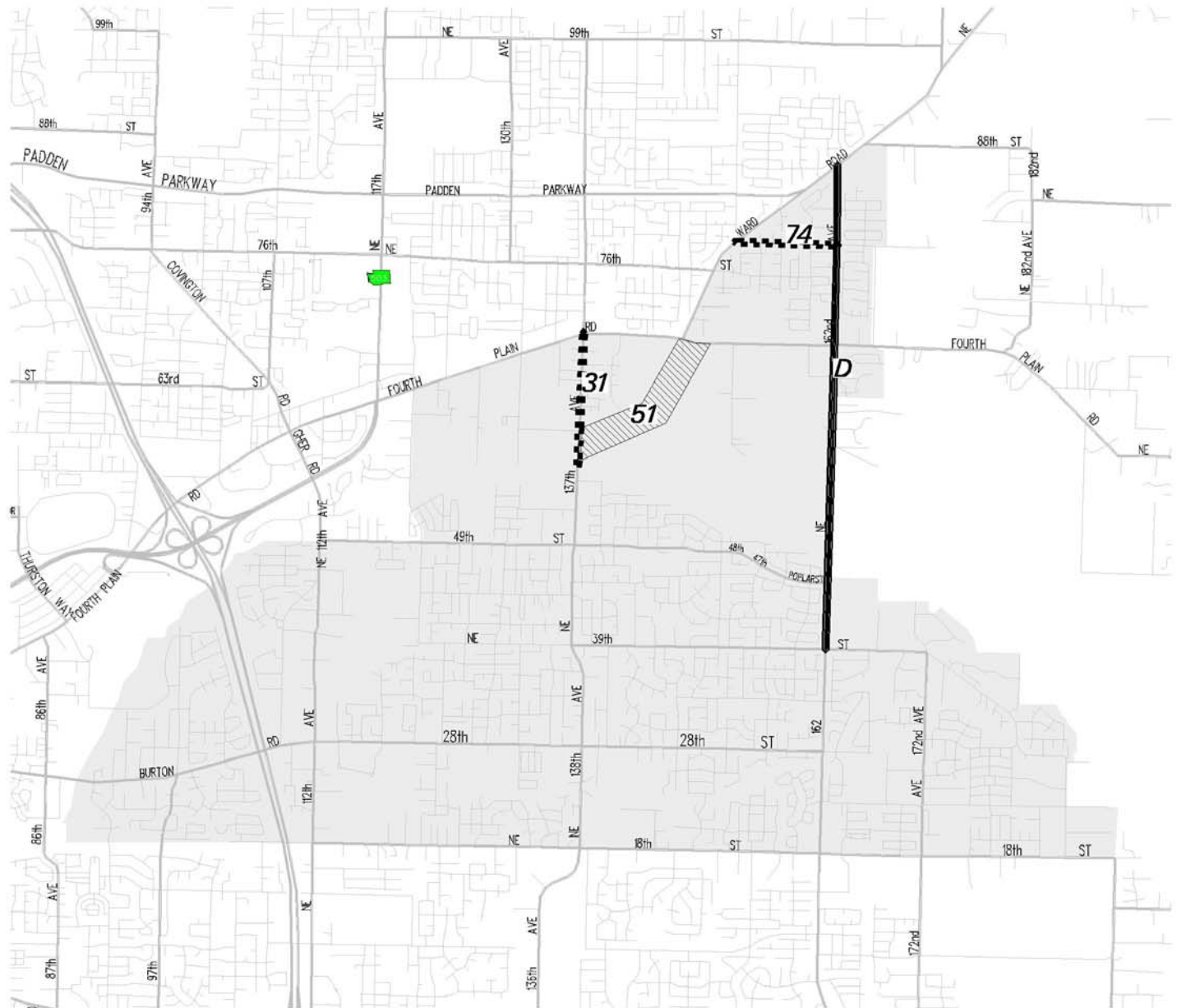
- ~ OBLIGATED
- PROGRAMMED
- ... PRIORITIZED
- ▨ ROAD ALIGNMENT TO BE DETERMINED
- TIF AREA



**FIGURE 4**  
**PROJECTS WITHIN ORCHARDS TIF AREA**



# 2003 - 2008 TRANSPORTATION IMPROVEMENT PROGRAM



Projects within TIF areas are not necessarily TIF eligible.

## INTERSECTION PROJECTS

- OBLIGATED
- ▲ PROGRAMMED
- PRIORITIZED

## ROAD PROJECTS

- ~ OBLIGATED
- - - PROGRAMMED
- • • PRIORITIZED
- ▨ ROAD ALIGNMENT TO BE DETERMINED
- TIF AREA



**FIGURE 5  
PROJECTS WITHIN EVERGREEN TIF AREA**





# 2003 - 2008 Transportation Improvement Program

Project: A. NE 117th / 119th Street - Highway 99 to east of NE Salmon Creek Avenue

## Vicinity Map



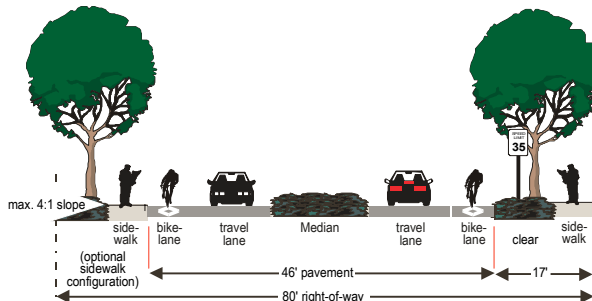
## Project Summary

Work Order Number:	341622	Federal Aid Number:	STPF-4231003
Project Manager:	Robert Rogers		
Project Description:	Construct 2-lane minor arterial with center turn lane, bike lanes and sidewalks on new alignment.		
Project Length (mi.):	0.75		
Basis for Project:	Safety concerns at Highway 99 intersection and along NE 119th Street to east of Salmon Creek.		
Timeline:	PE - Pre 2003; ROW - Pre 2003; CN - Pre 2003 - 2003		
Notes:			
Status (November):	Under construction. Substantial completion expected in 2003.		

## Cross-Section Detail

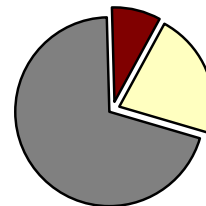
### 2-lane Minor Arterial

with center/left turn lane and bike lanes



## Project Cost Summary

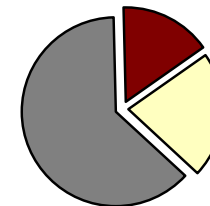
Engineering	\$665,000
Real Property	\$1,663,000
Construction	\$5,450,000
<b>Total:</b>	<b>\$7,778,000</b>



■ Engineering  
■ Real Property  
■ Construction

## Funding Summary

County Road Fund:	\$1,256,540
TIF:	\$1,621,460
Federal Grant:	\$900,000
State Grant:	\$0
Loan:	\$2,800,000
Other:	\$1,200,000
Projected Grants:	\$0
Beyond Six-Year:	\$0
<b>Total:</b>	<b>\$7,778,000</b>



■ CRF  
■ TIF  
■ All Other



# 2003 - 2008 Transportation Improvement Program

Project: B. NE 134th Street - Rockwell Road to WSU Entrance

## Vicinity Map



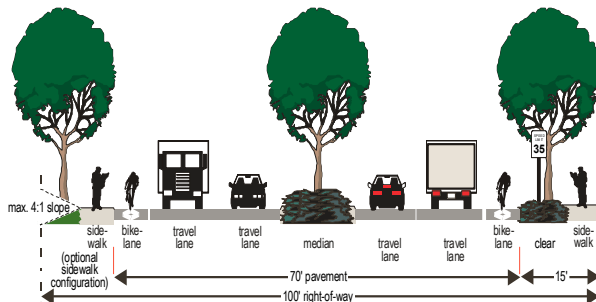
## Project Summary

Work Order Number:	381422	Federal Aid Number:	NA
Project Manager:	Carolyn Heniges		
Project Description:	Improve to 4-lane minor arterial with center turn lane, bike lanes and sidewalks; Install signal at NE 29th Avenue and at Salmon Creek Avenue.		
Project Length (mi.):	0.85		
Basis for Project:	Accommodate increased traffic associated with WSU and related development in area.		
Timeline:	PE - Pre 2003 - 2003; ROW - Pre 2003; CN 2003 - 2004		
Notes:	Identified in the Salmon Creek Fairgrounds Regional Road Plan.		
Status (November):	Construction to start in the spring of 2003.		

## Cross-Section Detail

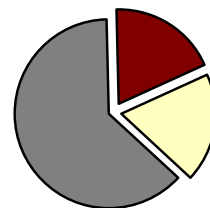
### 4-lane Minor Arterial

with center/left turn lane and bike lanes



## Project Cost Summary

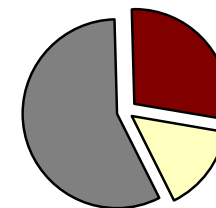
Engineering	\$768,000
Real Property	\$727,000
Construction	\$2,575,000
<b>Total:</b>	<b>\$4,070,000</b>



■ Engineering  
■ Real Property  
■ Construction

## Funding Summary

County Road Fund:	\$1,142,305
TIF:	\$586,695
Federal Grant:	\$0
State Grant:	\$1,441,000
Loan:	\$900,000
Other:	\$0
Projected Grants:	\$0
Beyond Six-Year:	\$0
<b>Total:</b>	<b>\$4,070,000</b>



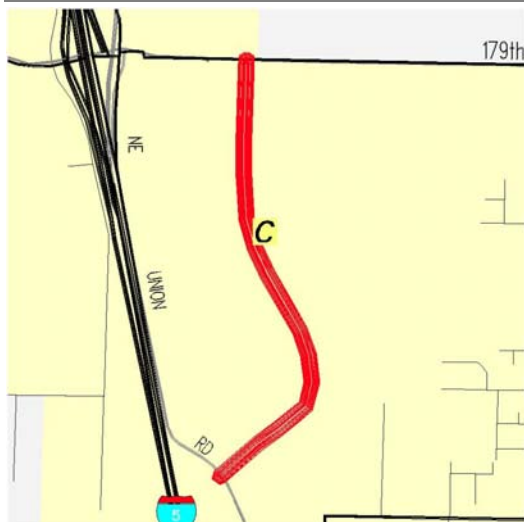
■ CRF  
■ TIF  
■ All Other



# 2003 - 2008 Transportation Improvement Program

Project: C. NE 15th Avenue - NE Union Road to NE 179th Street

## Vicinity Map



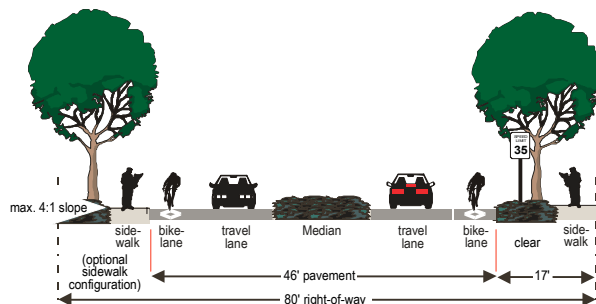
## Project Summary

Work Order Number:	382822	Federal Aid Number:	NA
Project Manager:	Robert Rogers		
Project Description:	Construct 2-lane minor arterial with center turn lane, bike lanes and sidewalks on new alignment.		
Project Length (mi.):	0.90		
Basis for Project:	Growth in area; access to currently undeveloped parcels. Replaces current Union Road.		
Timeline:	PE - Pre 2003 - Post 2008; ROW - Pre 2003 - Post 2008; CN Post 2008		
Notes:			
Status (November):	Project on hold until right-of-way is resolved.		

## Cross-Section Detail

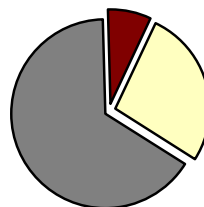
### 2-lane Minor Arterial

with center/left turn lane and bike lanes



## Project Cost Summary

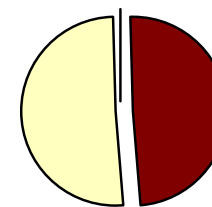
Engineering	\$453,000
Real Property	\$1,500,000
Construction	\$3,800,000
<b>Total:</b>	<b>\$5,753,000</b>



■ Engineering  
■ Real Property  
■ Construction

## Funding Summary

County Road Fund:	\$760,873
TIF:	\$809,127
Federal Grant:	\$0
State Grant:	\$0
Loan:	\$0
Other:	\$0
Projected Grants:	\$0
Beyond Six-Year:	\$4,183,000
<b>Total:</b>	<b>\$5,753,000</b>



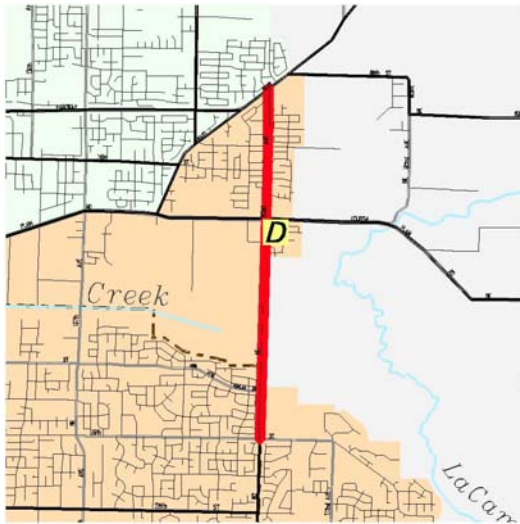
■ CRF  
■ TIF  
■ All Other



# 2003 - 2008 Transportation Improvement Program

Project: D. NE 162nd Avenue - NE 39th Street to Ward Road

## Vicinity Map

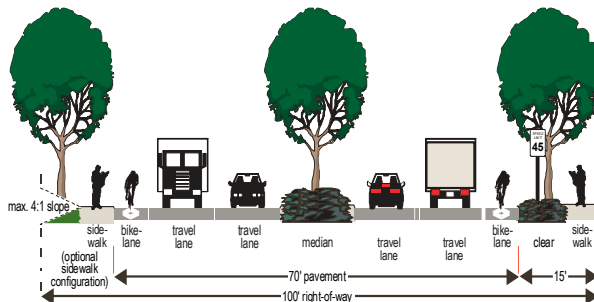


## Project Summary

Work Order Number:	393722	Federal Aid Number:	NA
Project Manager:	Jerry Barnett		
Project Description:	Improve to 4-lane principal arterial with center turn lane/median, bike lanes and sidewalks.		
Project Length (mi.):	2.40		
Basis for Project:	Significant congestion, trucks, no shoulders, pedestrian or bicycle facilities		
Timeline:	PE - Pre 2003 - 2003; ROW - Pre 2003 - 2003; CN 2005 - 2006		
Notes:			
Status (November):	Design and right-of-way are nearly complete.		

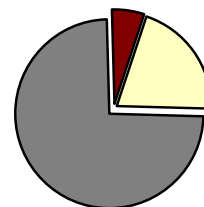
## Cross-Section Detail

**4-lane Principal Arterial**  
with center/left turn lane and bike lanes



## Project Cost Summary

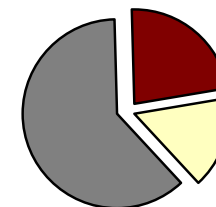
Engineering	\$619,000
Real Property	\$2,295,000
Construction	\$8,418,000
<b>Total:</b>	<b>\$11,332,000</b>



■ Engineering  
■ Real Property  
■ Construction

## Funding Summary

County Road Fund:	\$2,605,000
TIF:	\$1,707,000
Federal Grant:	\$1,200,000
State Grant:	\$0
Loan:	\$0
Other:	\$1,820,000
Projected Grants:	\$4,000,000
Beyond Six-Year:	\$0
<b>Total:</b>	<b>\$11,332,000</b>



■ CRF  
■ TIF  
■ All Other





# 2003 - 2008 Transportation Improvement Program

Project: E. NE 199th Street - NE 122nd Avenue (SR-503) to NE 142nd Avenue

## Vicinity Map



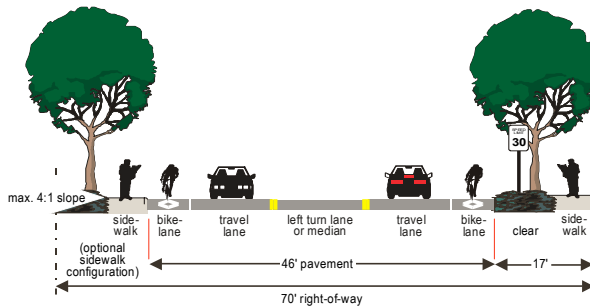
## Project Summary

Work Order Number:	380122	Federal Aid Number:	STPRI068001
Project Manager:	Matt Hall		
Project Description:	Improve to 2-lane collector with center turn lane, bike lanes and sidewalks; Install signal at NE 132nd Avenue and NE 142nd Avenue; Joint project with City of Battleground.		
Project Length (mi.):	1.00		
Basis for Project:	Traffic growth, due to development and schools (Battleground needs to replace / install water lines and sewer along 199th Street corridor).		
Timeline:	PE - Pre 2003 - 2003; ROW - Pre 2003 - 2003; CN 2003 - 2004		
Notes:	Temporary curb and asphalt path along south side of project to accommodate future expansion to five lane facility by City of Battle Ground.		
Status (November):	Construction to start in the spring of 2003.		

## Cross-Section Detail

### 2-lane Collector

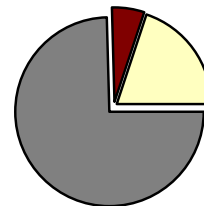
with center/left turn lane and bike lanes



Section Modified from standard.

## Project Cost Summary

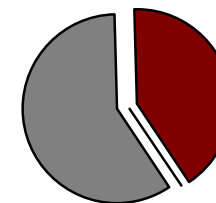
Engineering	\$371,000
Real Property	\$1,220,000
Construction	\$4,704,000
<b>Total:</b>	<b>\$6,295,000</b>



■ Engineering  
■ Real Property  
■ Construction

## Funding Summary

County Road Fund:	\$2,559,500
TIF:	\$0
Federal Grant:	\$1,036,500
State Grant:	\$0
Loan:	\$2,000,000
Other:	\$699,000
Projected Grants:	\$0
Beyond Six-Year:	\$0
<b>Total:</b>	<b>\$6,295,000</b>



■ CRF  
■ TIF  
■ All Other



# 2003 - 2008 Transportation Improvement Program

Project: F. NE 25th Avenue - NE 78th Street to NE 99th Street

## Vicinity Map



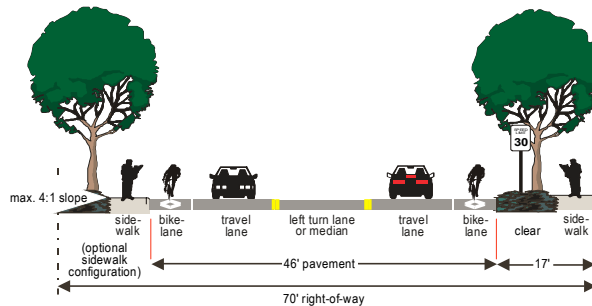
## Project Summary

Work Order Number:	382722	Federal Aid Number:	NA
Project Manager:	Carolyn Heniges		
Project Description:	Improve to 2-lane collector with center turn lane, bike lanes, and sidewalks; Install signal at NE 88th Street.		
Project Length (mi.):	0.93		
Basis for Project:	Accommodate traffic growth; Improve bicycle and pedestrian access; Improve walkway access to Gaiser Middle School		
Timeline:	PE - Pre 2003; ROW - Pre 2003; CN - Pre 2003 - 2003		
Notes:			
Status (November):	Construction is nearly complete.		

## Cross-Section Detail

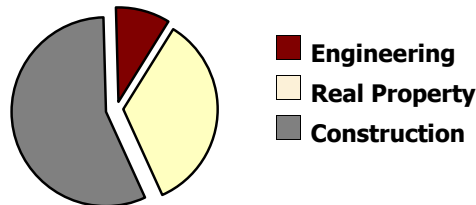
### 2-lane Collector

with center/left turn lane and bike lanes



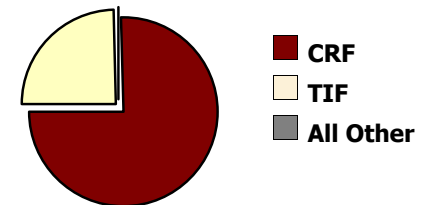
## Project Cost Summary

Engineering	\$696,000
Real Property	\$2,446,000
Construction	\$4,160,000
<b>Total:</b>	<b>\$7,302,000</b>



## Funding Summary

County Road Fund:	\$5,452,738
TIF:	\$1,849,262
Federal Grant:	\$0
State Grant:	\$0
Loan:	\$0
Other:	\$0
Projected Grants:	\$0
Beyond Six-Year:	\$0
<b>Total:</b>	<b>\$7,302,000</b>







# 2003 - 2008 Transportation Improvement Program

Project: G. NE 72nd Avenue - South of NE 99th Street to St. Johns Road

## Vicinity Map



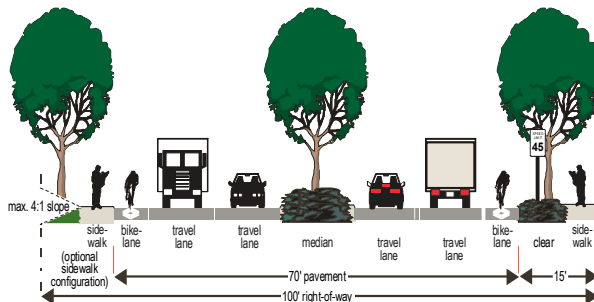
## Project Summary

Work Order Number:	310122	Federal Aid Number:	NA
Project Manager:	Scott Sawyer		
Project Description:	Improve to 4-lane principal arterial with center turn lane/median, bike lanes and sidewalks.		
Project Length (mi.):	0.78		
Basis for Project:	Increased traffic leading to I-205 and 78th Street Corridor		
Timeline:	PE - Pre 2003 - 2004; ROW - Pre 2003 - 2004; CN 2005 - 2006		
Notes:			
Status (November):	Design efforts continue with coordination with St. Johns Road.		

## Cross-Section Detail

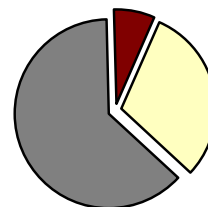
### 4-lane Principal Arterial

with center/left turn lane and bike lanes



## Project Cost Summary

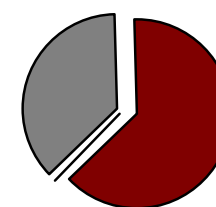
Engineering	\$494,000
Real Property	\$2,059,000
Construction	\$4,340,000
<b>Total:</b>	<b>\$6,893,000</b>



■ Engineering  
■ Real Property  
■ Construction

## Funding Summary

County Road Fund:	\$4,293,000
TIF:	\$0
Federal Grant:	\$0
State Grant:	\$0
Loan:	\$0
Other:	\$0
Projected Grants:	\$2,600,000
Beyond Six-Year:	\$0
<b>Total:</b>	<b>\$6,893,000</b>



■ CRF  
■ TIF  
■ All Other



# 2003 - 2008 Transportation Improvement Program

Project: H. NE 76th Street - NE 117th Avenue (SR-503) to NE 142nd Avenue

## Vicinity Map



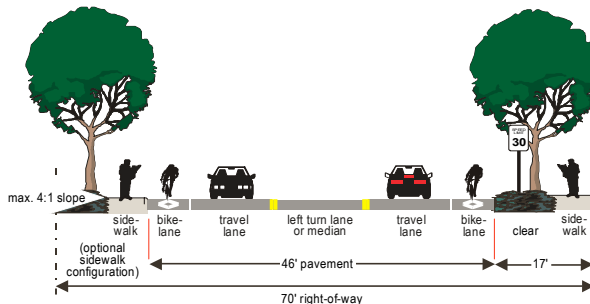
## Project Summary

Work Order Number:	311022	Federal Aid Number:	8-5-006(034)-1
Project Manager:	Scott Sawyer		
Project Description:	Improve to 2-lane collector with a center turn lane, bike lanes and sidewalks.		
Project Length (mi.):	1.26		
Basis for Project:	Increase in pedestrian/bicycle traffic expected from new high school on NE 137th. Lack of existing pedestrian and bicycle facilities.		
Timeline:	PE - Pre 2003 - 2003; ROW - Pre 2003 - 2003; CN 2004 - 2005		
Notes:			
Status (November):	Design and right-of-way in progress.		

## Cross-Section Detail

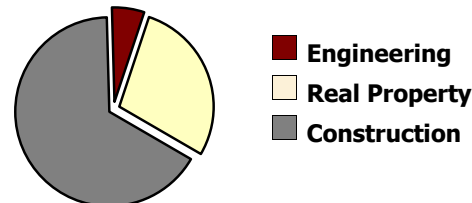
### 2-lane Collector

with center/left turn lane and bike lanes



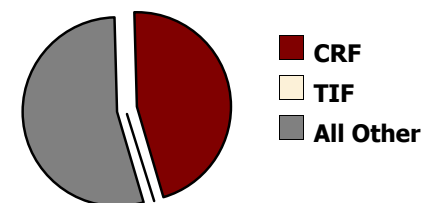
## Project Cost Summary

Engineering	\$331,000
Real Property	\$1,671,000
Construction	\$3,936,000
<b>Total:</b>	<b>\$5,938,000</b>



## Funding Summary

County Road Fund:	\$2,672,000
TIF:	\$0
Federal Grant:	\$0
State Grant:	\$3,266,000
Loan:	\$0
Other:	\$0
Projected Grants:	\$0
Beyond Six-Year:	\$0
<b>Total:</b>	<b>\$5,938,000</b>





# 2003 - 2008 Transportation Improvement Program

Project: I. NE Covington Road - NE 102nd Avenue to NE 76th Street

## Vicinity Map



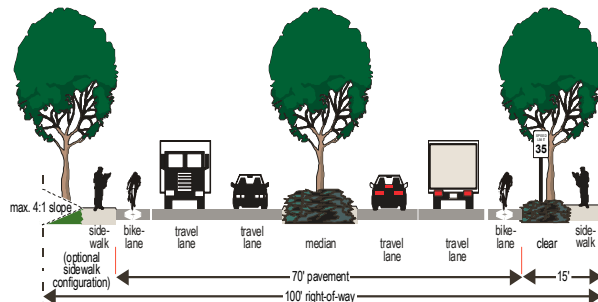
## Project Summary

Work Order Number:	301022	Federal Aid Number:	NA
Project Manager:	Troy Pierce		
Project Description:	Improve to 4-lane minor arterial with center turn lane/median, bike lanes and sidewalks; Install signal at NE 102nd Avenue; Improve signal at NE 76th Street.		
Project Length (mi.):	0.55		
Basis for Project:	Increased congestion along corridor; need for left-turn lanes; link up bike / pedestrian facilities north and south of the project; Completion of Covington / 94th corridor to five lanes		
Timeline:	PE - Pre 2003; ROW - Pre 2003 - 2003; CN 2003 - 2004		
Notes:			
Status (November):	Construction to start in the spring of 2003.		

## Cross-Section Detail

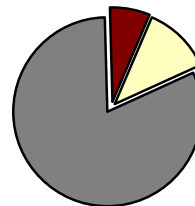
### 4-lane Minor Arterial

with center/left turn lane and bike lanes



## Project Cost Summary

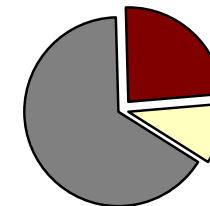
Engineering	\$234,000
Real Property	\$400,000
Construction	\$2,736,000
<b>Total:</b>	<b>\$3,370,000</b>



■ Engineering  
■ Real Property  
■ Construction

## Funding Summary

County Road Fund:	\$810,094
TIF:	\$327,906
Federal Grant:	\$0
State Grant:	\$2,232,000
Loan:	\$0
Other:	\$0
Projected Grants:	\$0
Beyond Six-Year:	\$0
<b>Total:</b>	<b>\$3,370,000</b>



■ CRF  
■ TIF  
■ All Other



# 2003 - 2008 Transportation Improvement Program

Project: J. NE Highway 99 - NE 20th Avenue to NE 134th Street

## Vicinity Map



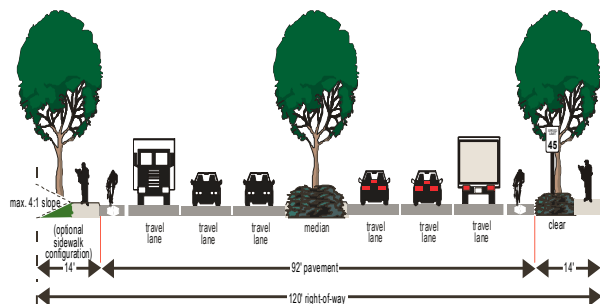
## Project Summary

Work Order Number:	392922	Federal Aid Number:	STPF4253010
Project Manager:	Matt Hall		
Project Description:	Construct a 4-lane principal arterial on new alignment provide north-south movements onto NE 20th Avenue; Improve NE 20th Avenue bridge over I-205.		
Project Length (mi.):	0.40		
Basis for Project:	Mobility.		
Timeline:	PE - Pre 2003 - 2003; ROW - Pre 2003 - 2003; CN 2005 - 2006		
Notes:	Identified in the Salmon Creek Fairgrounds Regional Road Plan.		
Status (November):	Design is nearly complete and right-of-way is underway.		

## Cross-Section Detail

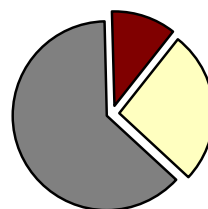
### 6-lane Principal Arterial

with center/left turn lane and bike lanes



## Project Cost Summary

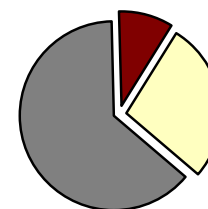
Engineering	\$1,450,000
Real Property	\$3,200,000
Construction	\$8,000,000
<b>Total:</b>	<b>\$12,650,000</b>



■ Engineering  
■ Real Property  
■ Construction

## Funding Summary

County Road Fund:	\$1,183,653
TIF:	\$3,382,347
Federal Grant:	\$4,041,000
State Grant:	\$4,043,000
Loan:	\$0
Other:	\$0
Projected Grants:	\$0
Beyond Six-Year:	\$0
<b>Total:</b>	<b>\$12,650,000</b>



■ CRF  
■ TIF  
■ All Other



# 2003 - 2008 Transportation Improvement Program

Project: K. NE Padden Parkway - Andresen Road to NE 94th Avenue

## Vicinity Map

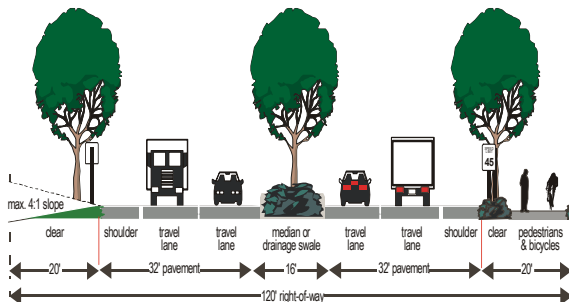


## Project Summary

Work Order Number:	392722	Federal Aid Number:	NA
Project Manager:	Matt Hall		
Project Description:	Improve to 4-lane principal arterial parkway with a separated bicycle / pedestrian trail.		
Project Length (mi.):	1.07		
Basis for Project:	Completion of Padden Parkway Corridor		
Timeline:	PE - Pre 2003; ROW - Pre 2003; CN - Pre 2003 - 2003		
Notes:			
Status (November):	Road portion improvements are open to traffic. Construction continues on the pedestrian bridge with completion expected late next summer.		

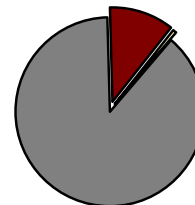
## Cross-Section Detail

### 4-lane Principal Arterial Parkway with regional trail



## Project Cost Summary

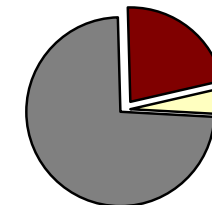
Engineering	\$795,000
Real Property	\$50,000
Construction	\$6,200,000
<b>Total:</b>	<b>\$7,045,000</b>



■ Engineering  
■ Real Property  
■ Construction

## Funding Summary

County Road Fund:	\$1,545,000
TIF:	\$300,000
Federal Grant:	\$2,300,000
State Grant:	\$0
Loan:	\$2,900,000
Other:	\$0
Projected Grants:	\$0
Beyond Six-Year:	\$0
<b>Total:</b>	<b>\$7,045,000</b>



■ CRF  
■ TIF  
■ All Other



# 2003 - 2008 Transportation Improvement Program

Project: L. NE Padden Parkway - NE 78th Street to Andresen Road (West Leg)

## Vicinity Map

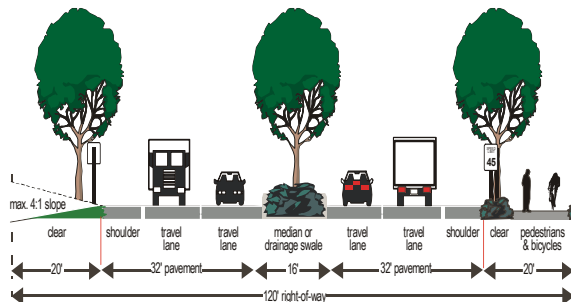


## Project Summary

Work Order Number:	331922	Federal Aid Number:	STPF-4380(002)
Project Manager:	Scott Sawyer		
Project Description:	Construct a 4-lane principal arterial parkway with a separated bicycle / pedestrian trail.		
Project Length (mi.):	1.10		
Basis for Project:	Congestion; east-west regional bicycle facility; walk / bike connections to Hazel Dell; truck traffic operations improvements; failing intersections		
Timeline:	PE - Pre 2003; ROW - Pre 2003; CN - Pre 2003 - 2006		
Notes:			
Status (November):	Construction continues. Expected to open in late fall of 2003.		

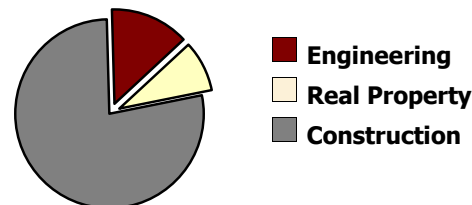
## Cross-Section Detail

### 4-lane Principal Arterial Parkway with regional trail



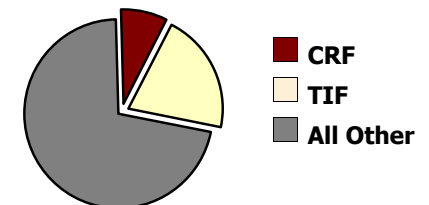
## Project Cost Summary

Engineering	\$1,344,900
Real Property	\$879,000
Construction	\$7,732,000
<b>Total:</b>	<b>\$9,955,900</b>



## Funding Summary

County Road Fund:	\$796,354
TIF:	\$2,017,546
Federal Grant:	\$3,142,000
State Grant:	\$4,000,000
Loan:	\$0
Other:	\$0
Projected Grants:	\$0
Beyond Six-Year:	\$0
<b>Total:</b>	<b>\$9,955,900</b>



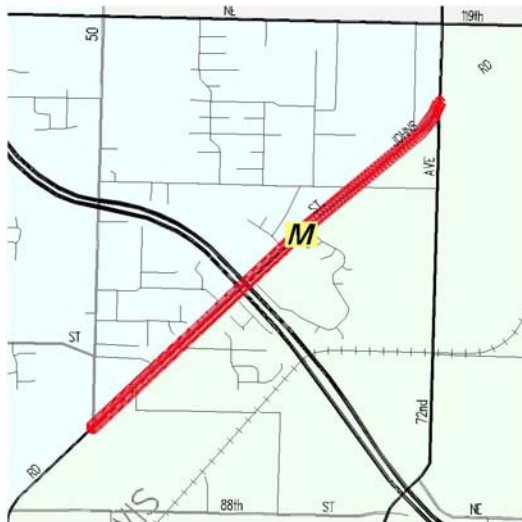




# 2003 - 2008 Transportation Improvement Program

Project: M. NE St. Johns Road - NE 50th Avenue to NE 72nd Avenue

## Vicinity Map



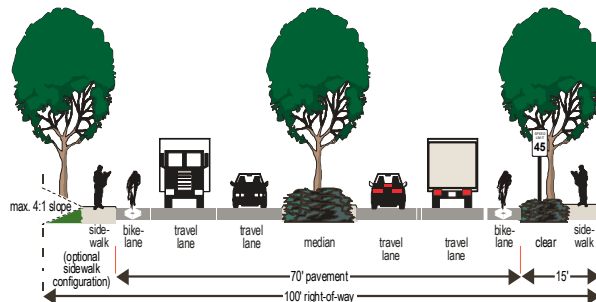
## Project Summary

Work Order Number:	301422	Federal Aid Number:	NA
Project Manager:	Carolyn Heniges		
Project Description:	Improve to 4-lane principal arterial with center turn lane/median, bike lanes, and sidewalks.		
Project Length (mi.):	1.46		
Basis for Project:	Mobility and safety.		
Timeline:	PE - Pre 2003 - 2004; ROW - Pre 2003 - 2004; CN 2004 - 2005		
Notes:			
Status (November):	Work continues on design and right-of-way.		

## Cross-Section Detail

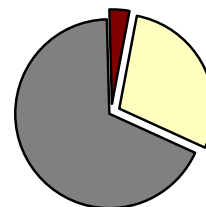
### 4-lane Principal Arterial

with center/left turn lane and bike lanes



## Project Cost Summary

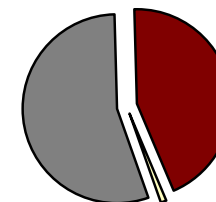
Engineering	\$484,000
Real Property	\$3,775,000
Construction	\$9,110,000
<b>Total:</b>	<b>\$13,369,000</b>



■ Engineering  
■ Real Property  
■ Construction

## Funding Summary

County Road Fund:	\$5,788,288
TIF:	\$120,212
Federal Grant:	\$1,120,000
State Grant:	\$0
Loan:	\$565,500
Other:	\$675,000
Projected Grants:	\$5,100,000
Beyond Six-Year:	\$0
<b>Total:</b>	<b>\$13,369,000</b>



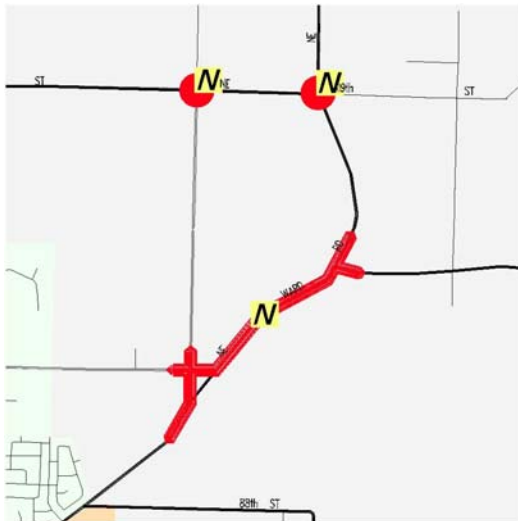
■ CRF  
■ TIF  
■ All Other



# 2003 - 2008 Transportation Improvement Program

Project: N. NE Ward Road / NE 172nd Avenue - South of NE 99th Street to NE 119th Street

## Vicinity Map

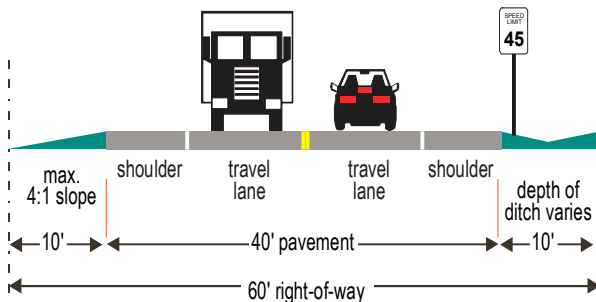


## Project Summary

Work Order Number:	350422	Federal Aid Number:	STPRA061002
Project Manager:	Robert Rogers		
Project Description:	Safety improvement: construct preferred alternative from alignment study.		
Project Length (mi.):	1.42		
Basis for Project:	Safety concerns with curves; Traffic volumes and traffic operations		
Timeline:	PE - Pre 2003 - 2003; ROW - Pre 2003 - 2003; CN 2004 - 2005		
Notes:			
Status (November):	Work continues to acquire right-of-way and environmental permits. A Value Engineering study is underway to address project cost increases.		

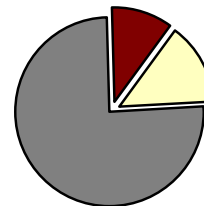
## Cross-Section Detail

### 2-lane Rural Major Collector



## Project Cost Summary

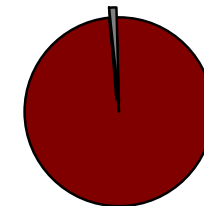
Engineering	\$883,000
Real Property	\$1,152,000
Construction	\$6,300,000
<b>Total:</b>	<b>\$8,335,000</b>



■ Engineering  
■ Real Property  
■ Construction

## Funding Summary

County Road Fund:	\$8,246,138
TIF:	\$0
Federal Grant:	\$88,862
State Grant:	\$0
Loan:	\$0
Other:	\$0
Projected Grants:	\$0
Beyond Six-Year:	\$0
<b>Total:</b>	<b>\$8,335,000</b>



■ CRF  
■ TIF  
■ All Other

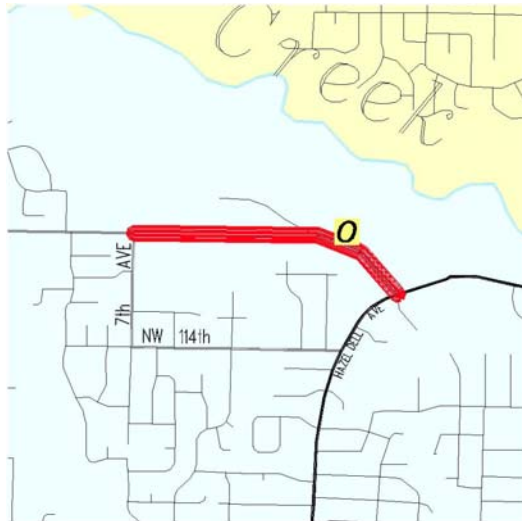




# 2003 - 2008 Transportation Improvement Program

Project: O. NW 117th/119th Street - NW 7th Avenue to Hazel Dell Avenue

## Vicinity Map



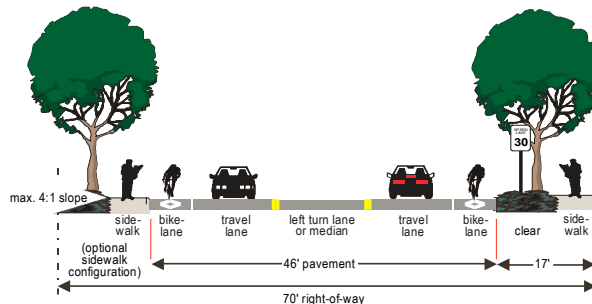
## Project Summary

Work Order Number:	381022	Federal Aid Number:	PW01691PRE110
Project Manager:	Scott Sawyer / Greg Jellison		
Project Description:	Construct new 2-lane collector with center turn lane/median, bike lanes, and sidewalk.		
Project Length (mi.):	0.71		
Basis for Project:	Traffic using existing NW 114th Street/NW 7th Avenue; Growth; Need for east-west connection; Safety concerns at existing Hazel Dell / 114th intersection		
Timeline:	PE - Pre 2003 - 2004; ROW - Pre 2003 - 2003; CN 2004 - 2005		
Notes:			
Status (November):	Work continues to acquire right-of-way and environmental permits. Coordination continues with Parks to locate storm facilities.		

## Cross-Section Detail

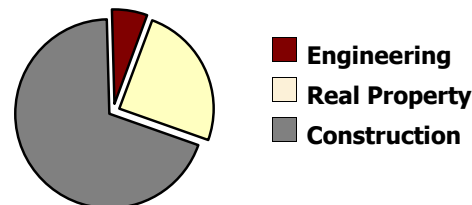
### 2-lane Collector

with center/left turn lane and bike lanes



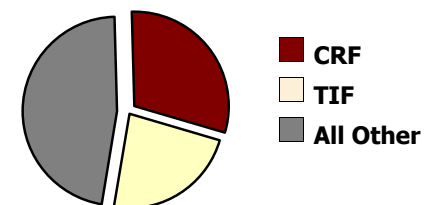
## Project Cost Summary

Engineering	\$434,000
Real Property	\$1,654,000
Construction	\$4,700,000
<b>Total:</b>	<b>\$6,788,000</b>



## Funding Summary

County Road Fund:	\$2,024,293
TIF:	\$1,513,707
Federal Grant:	\$0
State Grant:	\$0
Loan:	\$250,000
Other:	\$0
Projected Grants:	\$3,000,000
Beyond Six-Year:	\$0
<b>Total:</b>	<b>\$6,788,000</b>





# 2003 - 2008 Transportation Improvement Program

Project: P. SE 1st Street - NE 192nd Avenue to Leadbetter Parkway

## Vicinity Map



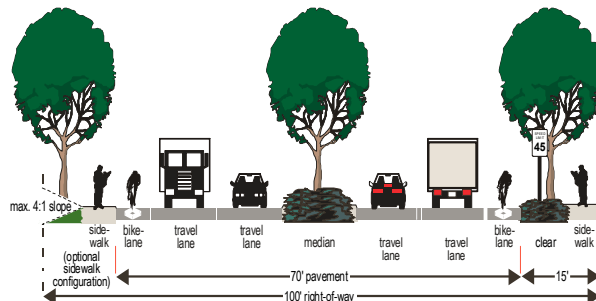
## Project Summary

Work Order Number:	312022	Federal Aid Number:	NA
Project Manager:	Scott Sawyer (Camas-lead agency)		
Project Description:	Improve to 4-lane principal arterial standard with center turn lane/median, bike lanes, and sidewalk.		
Project Length (mi.):	1.46		
Basis for Project:	Large scale development potential in East County, industrial development (Wafertech, CTC, HP), access to 192nd Avenue		
Timeline:	PE - Pre 2003; CN 2003		
Notes:	Joint project with Vancouver and Camas.		
Status (November):	Design is almost complete. Construction to start summer 2003.		

## Cross-Section Detail

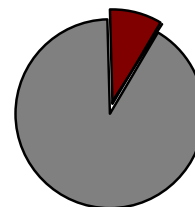
### 4-lane Principal Arterial

with center/left turn lane and bike lanes



## Project Cost Summary

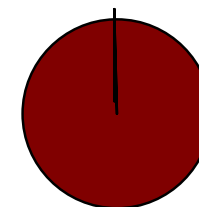
Engineering	\$50,000
Real Property	\$0
Construction	\$500,000
<b>Total:</b>	<b>\$550,000</b>



■ Engineering  
■ Real Property  
■ Construction

## Funding Summary

County Road Fund:	\$550,000
TIF:	\$0
Federal Grant:	\$0
State Grant:	\$0
Loan:	\$0
Other:	\$0
Projected Grants:	\$0
Beyond Six-Year:	\$0
<b>Total:</b>	<b>\$550,000</b>



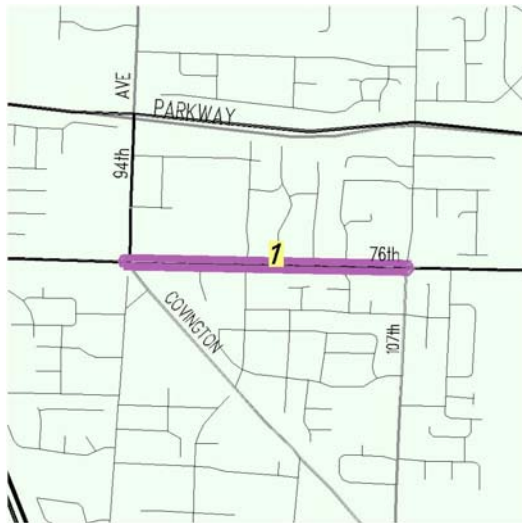
■ CRF  
■ TIF  
■ All Other



# 2003 - 2008 Transportation Improvement Program

## Project: 1. NE 76th Street - NE 94th Avenue to NE 107th Avenue

### Vicinity Map



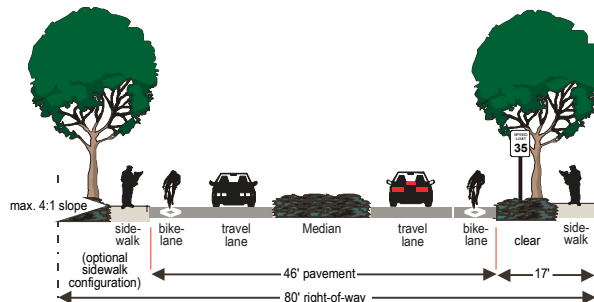
### Project Summary

Work Order Number:	320922	Federal Aid Number:	NA
Project Manager:	Richard Gamble		
Project Description:	Improve to 2-lane minor arterial with center turn lane, bike lanes and sidewalks.		
Project Length (mi.):	0.62		
Basis for Project:	Congestion, no pedestrian or bicycle facilities.		
Timeline:	PE - Pre 2003 - 2004; ROW - Pre 2003 - 2004; CN 2005		
Notes:			
Status (November):	Design is 50% complete. Right-of-way acquisition will begin in 2003.		

### Cross-Section Detail

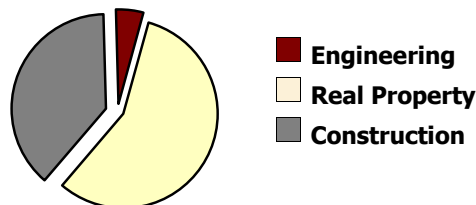
#### 2-lane Minor Arterial

with center/left turn lane and bike lanes



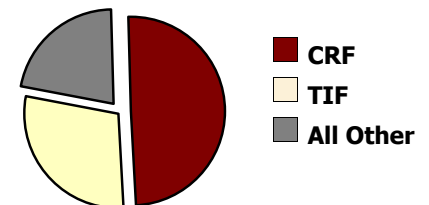
### Project Cost Summary

Engineering	\$230,000
Real Property	\$2,500,000
Construction	\$1,760,000
<b>Total:</b>	<b>\$4,490,000</b>



### Funding Summary

County Road Fund:	\$2,190,000
TIF:	\$1,300,000
Federal Grant:	\$0
State Grant:	\$0
Loan:	\$0
Other:	\$0
Projected Grants:	\$1,000,000
Beyond Six-Year:	\$0
<b>Total:</b>	<b>\$4,490,000</b>

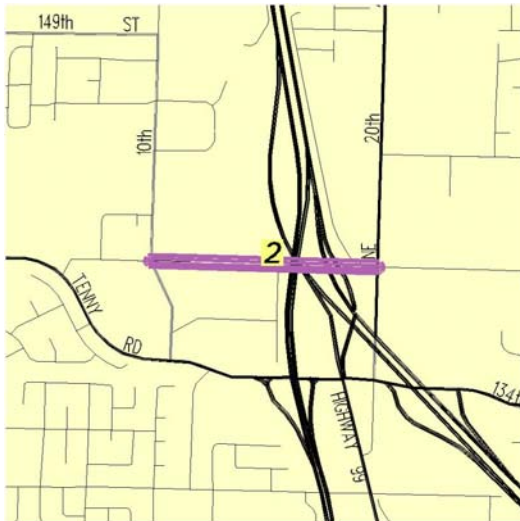




# 2003 - 2008 Transportation Improvement Program

Project: 2. NE 139th Street (I-5 Overcrossing) - NE 10th Avenue to NE 20th Avenue

## Vicinity Map



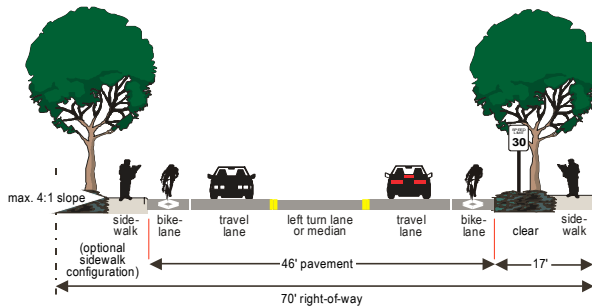
## Project Summary

Work Order Number:	TBD	Federal Aid Number:	NA
Project Manager:	Carolyn Heniges		
Project Description:	Construct new overpass between NE 20th Avenue and NE 139th Street/Tenny Road to alleviate congestion on NE 134th Street.		
Project Length (mi.):	0.50		
Basis for Project:	Congestion at NE 134th Street.		
Timeline:	PE 2003 - 2006; ROW 2006; CN 2007 - 2008		
Notes:			
Status (November):	Design to start in early 2003.		

## Cross-Section Detail

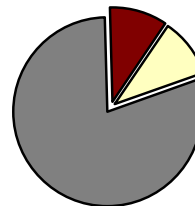
### 2-lane Collector

with center/left turn lane and bike lanes



## Project Cost Summary

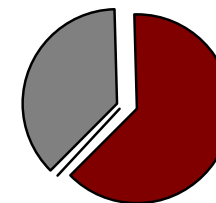
Engineering	\$930,000
Real Property	\$920,000
Construction	\$7,290,000
<b>Total:</b>	<b>\$9,140,000</b>



■ Engineering  
■ Real Property  
■ Construction

## Funding Summary

County Road Fund:	\$5,640,000
TIF:	\$0
Federal Grant:	\$0
State Grant:	\$0
Loan:	\$0
Other:	\$0
Projected Grants:	\$3,500,000
Beyond Six-Year:	\$0
<b>Total:</b>	<b>\$9,140,000</b>



■ CRF  
■ TIF  
■ All Other



# 2003 - 2008 Transportation Improvement Program

## Project: 3. NE Highway 99 - NE 99th Street to NE 117th Street

### Vicinity Map

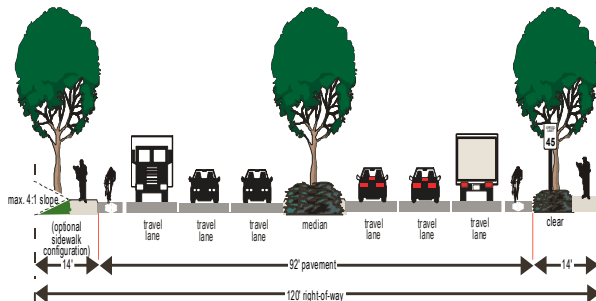


### Project Summary

Work Order Number:	TBD	Federal Aid Number:	NA
Project Manager:	TBD		
Project Description:	Improve to 6-lane principal arterial with a center turn lane/median, bike lanes and sidewalks.		
Project Length (mi.):	0.92		
Basis for Project:	Increased traffic congestion, lack of complete pedestrian and bicycle facilities.		
Timeline:			
Notes:			
Status (November):	Long Range Planning currently working to determine road section standard for Highway 99.		

### Cross-Section Detail

#### 6-lane Principal Arterial with center/left turn lane and bike lanes



### Project Cost Summary

- Engineering
- Real Property
- Construction

### Funding Summary

County Road Fund:	\$0
TIF:	\$0
Federal Grant:	\$0
State Grant:	\$0
Loan:	\$0
Other:	\$0
Projected Grants:	\$0
Beyond Six-Year:	\$0
<b>Total:</b>	<b>\$0</b>

- CRF
- TIF
- All Other



# 2003 - 2008 Transportation Improvement Program

## Project: 4. NE 117th Street - Hazel Dell Avenue to Highway 99

### Vicinity Map



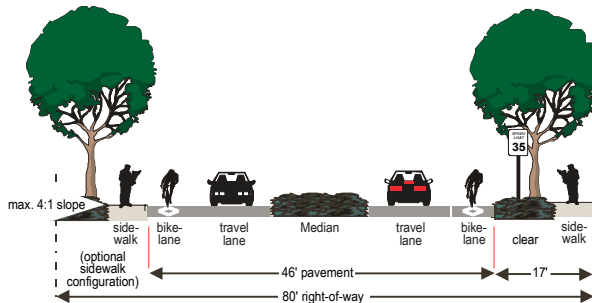
### Project Summary

Work Order Number:	320322	Federal Aid Number:	NA
Project Manager:	Robert Rogers		
Project Description:	Improve to 2-lane minor arterial with center turn lane, bike lanes, and sidewalks.		
Project Length (mi.):	0.74		
Basis for Project:	Increased congestion, lack of pedestrian and bicycle facilities.		
Timeline:	PE - Pre 2003 - 2003; ROW - Pre 2003 - 2004; CN 2005 - 2006		
Notes:			
Status (November):	Work continues on design. Right-of-way acquisition will begin in 2003.		

### Cross-Section Detail

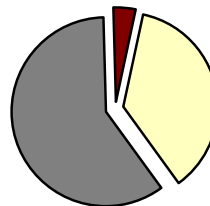
#### 2-lane Minor Arterial

with center/left turn lane and bike lanes



### Project Cost Summary

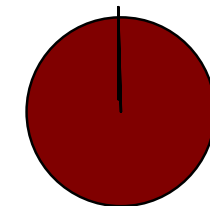
Engineering	\$203,000
Real Property	\$1,833,000
Construction	\$3,076,000
<b>Total:</b>	<b>\$5,112,000</b>



■ Engineering  
■ Real Property  
■ Construction

### Funding Summary

County Road Fund:	\$5,112,000
TIF:	\$0
Federal Grant:	\$0
State Grant:	\$0
Loan:	\$0
Other:	\$0
Projected Grants:	\$0
Beyond Six-Year:	\$0
<b>Total:</b>	<b>\$5,112,000</b>



■ CRF  
■ TIF  
■ All Other





# 2003 - 2008 Transportation Improvement Program

Project: 5. NE 23rd Avenue (I-205 Ramp Extension) - NE 134th Street to NE 139th Street

## Vicinity Map



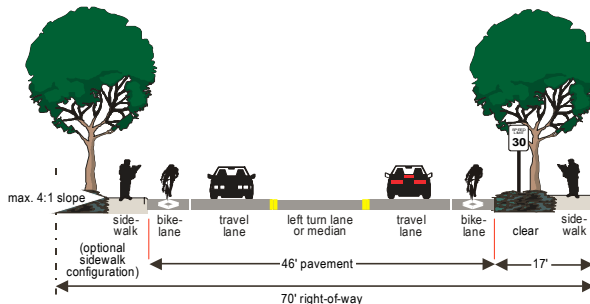
## Project Summary

Work Order Number:	TBD	Federal Aid Number:	NA
Project Manager:	Matt Hall		
Project Description:	Construct new 2-lane collector with center turn lanes, bike lanes and sidewalks. Install new signal at NE 134th Street. (Does not include off ramp and intersection work by WSDOT)		
Project Length (mi.):	0.26		
Basis for Project:	Salmon Creek/Fairgrounds Regional Road Plan. Project will improve circulation in Salmon Creek area.		
Timeline:	PE 2003 - 2005; ROW 2005 - 2006; CN 2007 - 2008		
Notes:			
Status (November):	Design to start in early 2003.		

## Cross-Section Detail

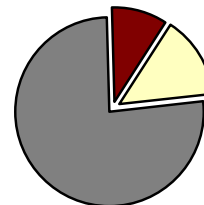
### 2-lane Collector

with center/left turn lane and bike lanes



## Project Cost Summary

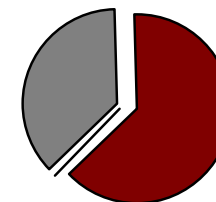
Engineering	\$490,000
Real Property	\$690,000
Construction	\$3,840,000
<b>Total:</b>	<b>\$5,020,000</b>



■ Engineering  
■ Real Property  
■ Construction

## Funding Summary

County Road Fund:	\$3,120,000
TIF:	\$0
Federal Grant:	\$0
State Grant:	\$0
Loan:	\$0
Other:	\$0
Projected Grants:	\$1,900,000
Beyond Six-Year:	\$0
<b>Total:</b>	<b>\$5,020,000</b>



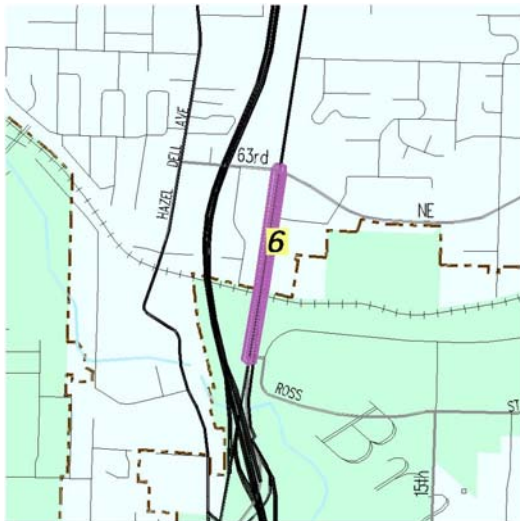
■ CRF  
■ TIF  
■ All Other



# 2003 - 2008 Transportation Improvement Program

## Project: 6. NE Highway 99 - South of Railroad Bridge to NE 63rd Street

### Vicinity Map



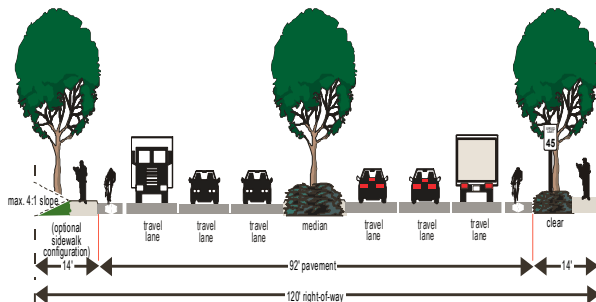
### Project Summary

Work Order Number:	TBD	Federal Aid Number:	NA
Project Manager:	TBD		
Project Description:	Improve to 6-lane principal arterial with center turn lane/median, bike lanes and sidewalks.		
Project Length (mi.):	0.27		
Basis for Project:	Low clearance at railroad bridge significantly impacts full use of the Highway 99 ITS project. Expansion of Park & Ride and other development at the Ross Complex. No pedestrian or bike facilities under the bridge.		
Timeline:	PE 2003 - 2005; ROW 2004 - 2005; CN 2006 - 2007		
Notes:			
Status (November):	Design to start in 2003.		

### Cross-Section Detail

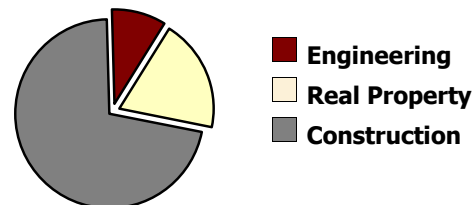
#### 6-lane Principal Arterial

with center/left turn lane and bike lanes



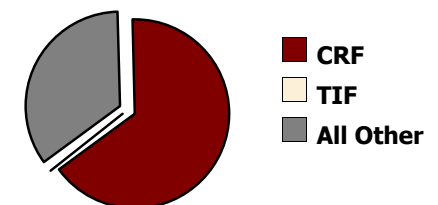
### Project Cost Summary

Engineering	\$400,000
Real Property	\$800,000
Construction	\$3,000,000
<b>Total:</b>	<b>\$4,200,000</b>



### Funding Summary

County Road Fund:	\$2,700,000
TIF:	\$0
Federal Grant:	\$0
State Grant:	\$0
Loan:	\$0
Other:	\$0
Projected Grants:	\$1,500,000
Beyond Six-Year:	\$0
<b>Total:</b>	<b>\$4,200,000</b>







# 2003 - 2008 Transportation Improvement Program

## Project: 7. NE 88th Street - St. Johns Road to Andresen Road

### Vicinity Map



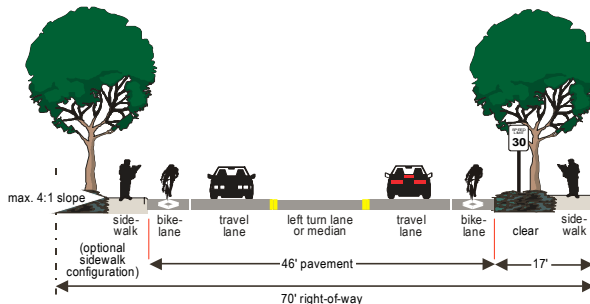
### Project Summary

Work Order Number:	321022	Federal Aid Number:	NA
Project Manager:	Matt Hall		
Project Description:	Improve to 2-lane collector with center turn lane, bike lanes and sidewalks.		
Project Length (mi.):	1.13		
Basis for Project:	Increased congestion, safety concerns, and near future development.		
Timeline:	PE - Pre 2003 - 2005; ROW 2003 - 2005; CN 2006 - 2007		
Notes:			
Status (November):	Design to start in early 2003.		

### Cross-Section Detail

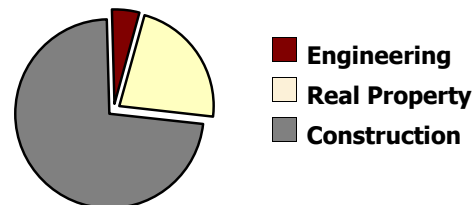
#### 2-lane Collector

with center/left turn lane and bike lanes



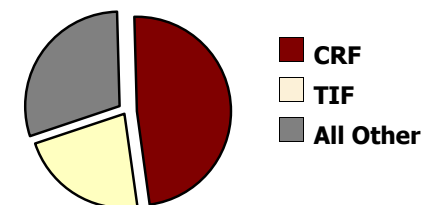
### Project Cost Summary

Engineering	\$350,000
Real Property	\$1,490,000
Construction	\$5,000,000
<b>Total:</b>	<b>\$6,840,000</b>



### Funding Summary

County Road Fund:	\$3,240,000
TIF:	\$1,500,000
Federal Grant:	\$0
State Grant:	\$0
Loan:	\$0
Other:	\$0
Projected Grants:	\$2,100,000
Beyond Six-Year:	\$0
<b>Total:</b>	<b>\$6,840,000</b>





# 2003 - 2008 Transportation Improvement Program

Project: 8. NE 137th Avenue - NE Fourth Plain Boulevard to NE 76th Street

## Vicinity Map



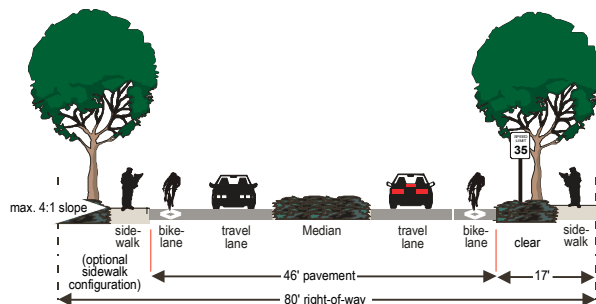
## Project Summary

Work Order Number:	321122	Federal Aid Number:	NA
Project Manager:	Rob Krause		
Project Description:	Improve to 2-lane minor arterial with center turn lane/median, bike lanes and sidewalks.		
Project Length (mi.):	0.35		
Basis for Project:	Narrow roadway, needs turn lanes for bus and sidewalks for children. Safety and improved circulation.		
Timeline:	PE - Pre 2003 - 2004; ROW 2003 - 2004; CN 2005		
Notes:			
Status (November):	Design began fall of 2002 and will continue through 2003.		

## Cross-Section Detail

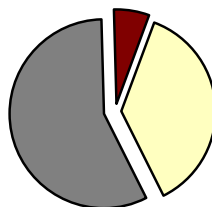
### 2-lane Minor Arterial

with center/left turn lane and bike lanes



## Project Cost Summary

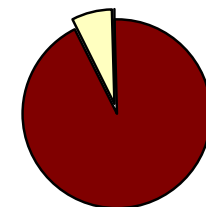
Engineering	\$105,000
Real Property	\$600,000
Construction	\$950,000
<b>Total:</b>	<b>\$1,655,000</b>



■ Engineering  
■ Real Property  
■ Construction

## Funding Summary

County Road Fund:	\$1,535,000
TIF:	\$120,000
Federal Grant:	\$0
State Grant:	\$0
Loan:	\$0
Other:	\$0
Projected Grants:	\$0
Beyond Six-Year:	\$0
<b>Total:</b>	<b>\$1,655,000</b>



■ CRF  
■ TIF  
■ All Other



# 2003 - 2008 Transportation Improvement Program

## Project: 9. NE Salmon Creek Avenue - WSU Entrance to NE 50th Avenue

### Vicinity Map



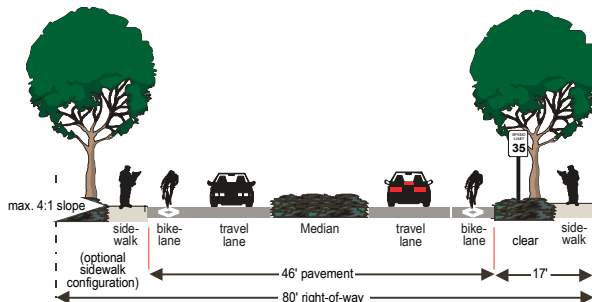
### Project Summary

Work Order Number:	TBD	Federal Aid Number:	NA
Project Manager:	TBD		
Project Description:	Improve to 2-lane minor arterial with a center turn lane/median, bike lanes and sidewalks.		
Project Length (mi.):	1.03		
Basis for Project:	Increased congestion associated with WSU, lack of pedestrian and bicycle facilities.		
Timeline:	PE 2005 - 2006; ROW 2006 - 2007; CN 2008 - Post 2008		
Notes:			
Status (November):	No activity.		

### Cross-Section Detail

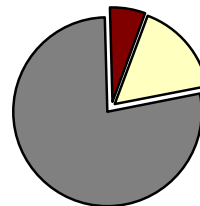
#### 2-lane Minor Arterial

with center/left turn lane and bike lanes



### Project Cost Summary

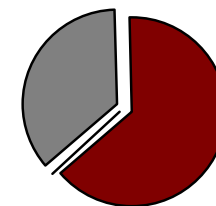
Engineering	\$400,000
Real Property	\$1,050,000
Construction	\$5,000,000
<b>Total:</b>	<b>\$6,450,000</b>



■ Engineering  
■ Real Property  
■ Construction

### Funding Summary

County Road Fund:	\$3,450,000
TIF:	\$0
Federal Grant:	\$0
State Grant:	\$0
Loan:	\$0
Other:	\$0
Projected Grants:	\$2,000,000
Beyond Six-Year:	\$1,000,000
<b>Total:</b>	<b>\$6,450,000</b>



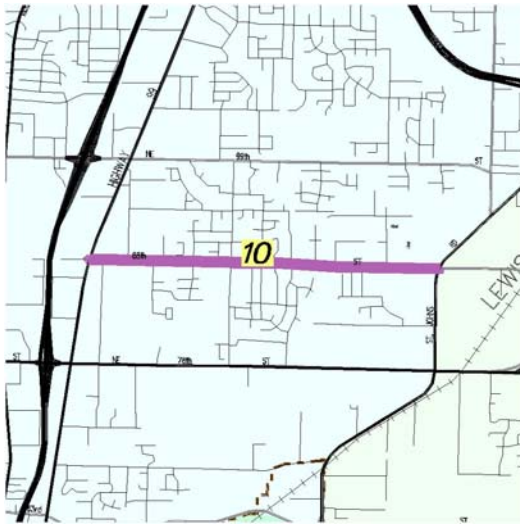
■ CRF  
■ TIF  
■ All Other



# 2003 - 2008 Transportation Improvement Program

Project: 10 NE 88th Street - Highway 99 to St. Johns Road

## Vicinity Map



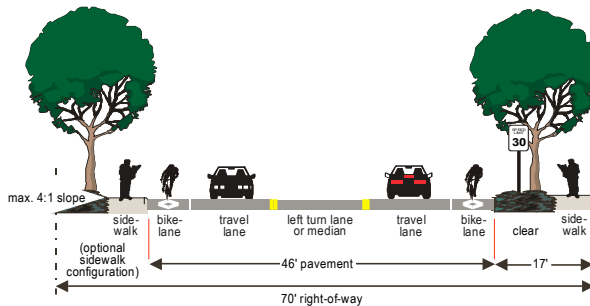
## Project Summary

Work Order Number:	330222	Federal Aid Number:	NA
Project Manager:	TBD		
Project Description:	Improve to 2-lane collector with center turn lane, bike lanes and sidewalks.		
Project Length (mi.):	1.69		
Basis for Project:	Increased congestion, safety concerns, and near future development.		
Timeline:	PE 2004 - 2006; ROW 2005 - 2007; CN 2008 - Post 2008		
Notes:			
Status (November):	No activity.		

## Cross-Section Detail

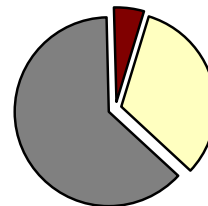
### 2-lane Collector

with center/left turn lane and bike lanes



## Project Cost Summary

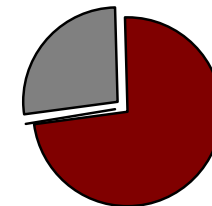
Engineering	\$500,000
Real Property	\$3,000,000
Construction	\$6,000,000
<b>Total:</b>	<b>\$9,500,000</b>



■ Engineering  
■ Real Property  
■ Construction

## Funding Summary

County Road Fund:	\$6,000,000
TIF:	\$0
Federal Grant:	\$0
State Grant:	\$0
Loan:	\$0
Other:	\$0
Projected Grants:	\$2,300,000
Beyond Six-Year:	\$1,200,000
<b>Total:</b>	<b>\$9,500,000</b>



■ CRF  
■ TIF  
■ All Other



# 2003 - 2008 Transportation Improvement Program

Project: 11 NE 139th Street - NE 20th Avenue to NE 29th Avenue

## Vicinity Map



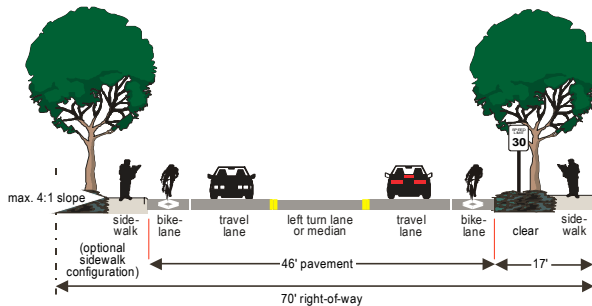
## Project Summary

Work Order Number:	TBD	Federal Aid Number:	NA
Project Manager:	Matt Hall		
Project Description:	Improve to 2-lane collector standard with center turn lane/median, sidewalks, and bike lanes.		
Project Length (mi.):	0.49		
Basis for Project:	Growth and traffic increases; traffic associated with WSU; no room to jog, bicycle or walk.		
Timeline:	PE 2005 - 2006; ROW 2006 - 2007; CN 2007 - 2008		
Notes:			
Status (November):	No activity.		

## Cross-Section Detail

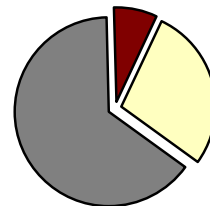
### 2-lane Collector

with center/left turn lane and bike lanes



## Project Cost Summary

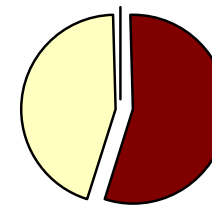
Engineering	\$240,000
Real Property	\$850,000
Construction	\$2,000,000
<b>Total:</b>	<b>\$3,090,000</b>



■ Engineering  
■ Real Property  
■ Construction

## Funding Summary

County Road Fund:	\$1,670,000
TIF:	\$1,420,000
Federal Grant:	\$0
State Grant:	\$0
Loan:	\$0
Other:	\$0
Projected Grants:	\$0
Beyond Six-Year:	\$0
<b>Total:</b>	<b>\$3,090,000</b>



■ CRF  
■ TIF  
■ All Other



# 2003 - 2008 Transportation Improvement Program

Project: 12 NE 119th Street - Salmon Creek Avenue to NE 72nd Avenue

## Vicinity Map



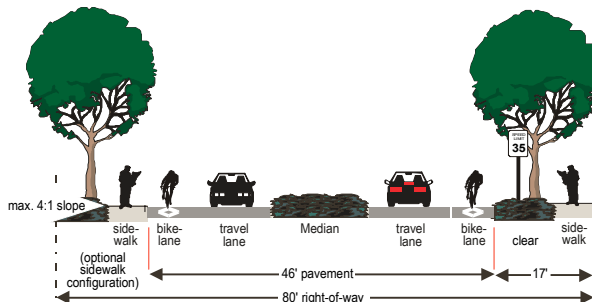
## Project Summary

Work Order Number:	TBD	Federal Aid Number:	NA
Project Manager:	TBD		
Project Description:	Improve to 2-lane minor arterial with center turn lane/median, bike lanes and sidewalks.		
Project Length (mi.):	2.13		
Basis for Project:	Narrow 2-lane roadway, no shoulders, bicycle or pedestrian facilities as well as deep ditches along roadway		
Timeline:	PE 2005 - 2006; ROW 2006 - 2007; CN 2008 - Post 2008		
Notes:			
Status (November):	No activity.		

## Cross-Section Detail

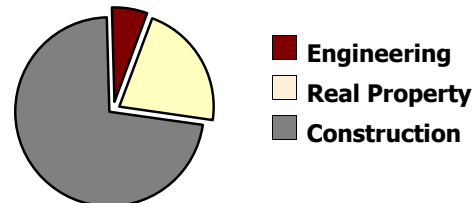
### 2-lane Minor Arterial

with center/left turn lane and bike lanes



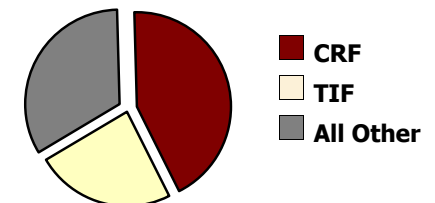
## Project Cost Summary

Engineering	\$500,000
Real Property	\$1,800,000
Construction	\$6,000,000
<b>Total:</b>	<b>\$8,300,000</b>



## Funding Summary

County Road Fund:	\$3,020,000
TIF:	\$1,680,000
Federal Grant:	\$0
State Grant:	\$0
Loan:	\$0
Other:	\$0
Projected Grants:	\$2,400,000
Beyond Six-Year:	\$1,200,000
<b>Total:</b>	<b>\$8,300,000</b>







# 2003 - 2008 Transportation Improvement Program

## Project: 13 NE Padden Parkway at SR-503 - Interchange

### Vicinity Map

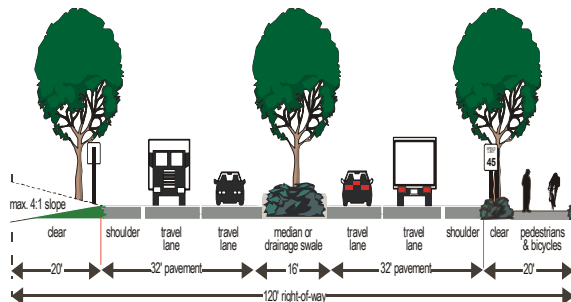


### Project Summary

Work Order Number:	TBD	Federal Aid Number:	NA
Project Manager:	TBD		
Project Description:	Design a shared project with WSDOT to construct an urban interchange with the Padden Parkway bridging over SR-503.		
Project Length (mi.):	0.00		
Basis for Project:	Mobility and safety.		
Timeline:	PE Post 2008; ROW Post 2008; CN Post 2008		
Notes:			
Status (November):	No activity.		

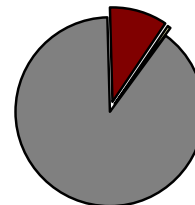
### Cross-Section Detail

#### 4-lane Principal Arterial Parkway with regional trail



### Project Cost Summary

Engineering	\$1,725,000
Real Property	\$70,000
Construction	\$15,300,000
<b>Total:</b>	<b>\$17,095,000</b>



■ Engineering  
■ Real Property  
■ Construction

### Funding Summary

County Road Fund:	\$0
TIF:	\$0
Federal Grant:	\$0
State Grant:	\$0
Loan:	\$0
Other:	\$0
Projected Grants:	\$0
Beyond Six-Year:	\$17,095,000
<b>Total:</b>	<b>\$17,095,000</b>

■ CRF  
■ TIF  
■ All Other



# 2003 - 2008 Transportation Improvement Program

Project: 14 NE 99th Street - NE 72nd Avenue to NE 117th Avenue (SR-503)

## Vicinity Map



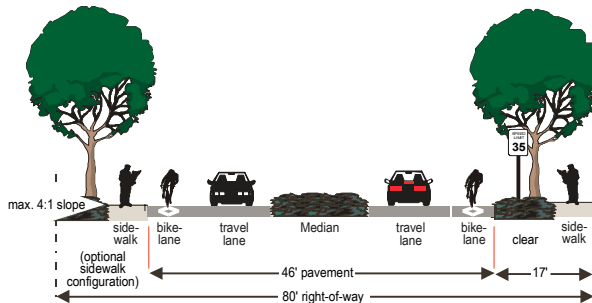
## Project Summary

Work Order Number:	TBD	Federal Aid Number:	NA
Project Manager:	TBD		
Project Description:	Construct/improve to 2-lane minor arterial with a center turn lane/median, bike lanes and sidewalks.		
Project Length (mi.):	1.45		
Basis for Project:	Increased congestion, lack of complete pedestrian and bicycle facilities.		
Timeline:	PE 2006 - 2008; ROW 2007 - Post 2008; CN Post 2008		
Notes:			
Status (November):	No activity.		

## Cross-Section Detail

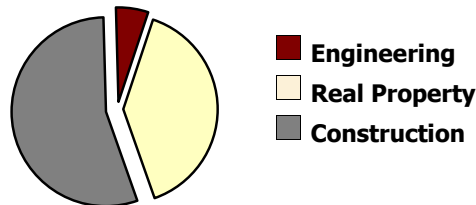
### 2-lane Minor Arterial

with center/left turn lane and bike lanes



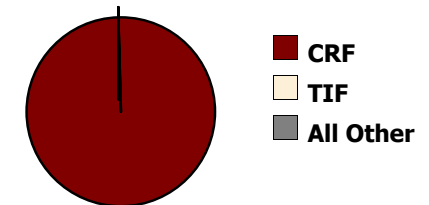
## Project Cost Summary

Engineering	\$550,000
Real Property	\$3,850,000
Construction	\$5,500,000
<b>Total:</b>	<b>\$9,900,000</b>



## Funding Summary

County Road Fund:	\$2,050,000
TIF:	\$0
Federal Grant:	\$0
State Grant:	\$0
Loan:	\$0
Other:	\$0
Projected Grants:	\$0
Beyond Six-Year:	\$7,850,000
<b>Total:</b>	<b>\$9,900,000</b>







# 2003 - 2008 Transportation Improvement Program

Project: 15 NE 179th Street - NE 10th Avenue to NE 50th Avenue

## Vicinity Map



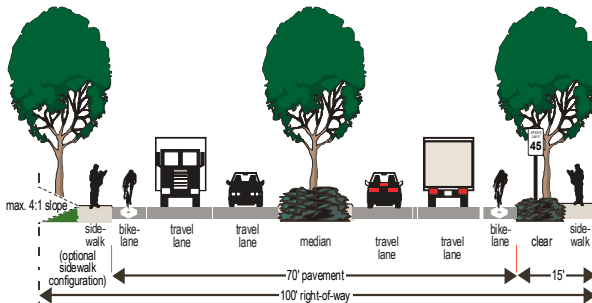
## Project Summary

Work Order Number:	381122	Federal Aid Number:	NA
Project Manager:	Linda Small		
Project Description:	Improve to 4-lane (to 29th) and 2-lane (to 50th) principal arterial standard; Realign frontage roads; New signals at realigned NE 10th / 15th Avenue, NE 29th Avenue, and NE 50th Avenue.		
Project Length (mi.):	1.98		
Basis for Project:	Growth and traffic increases; traffic associated with WSU and County Fairgrounds; No room for bicycle and pedestrian activity; Traffic safety concerns at vertical curve areas; long-term concurrency issues		
Timeline:	PE - Pre 2003 - 2007; ROW - Pre 2003 - 2008; CN Post 2008		
Notes:			

## Cross-Section Detail

### 4-lane Principal Arterial

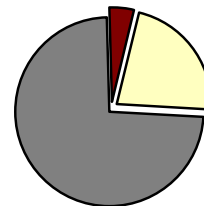
with center/left turn lane and bike lanes



NE 10th Ave. to NE 29th Ave.

## Project Cost Summary

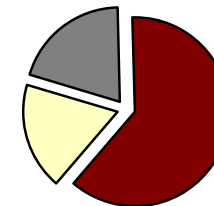
Engineering	\$774,000
Real Property	\$4,040,000
Construction	\$13,550,000
<b>Total:</b>	<b>\$18,364,000</b>



■ Engineering  
■ Real Property  
■ Construction

## Funding Summary

County Road Fund:	\$2,909,960
TIF:	\$904,040
Federal Grant:	\$0
State Grant:	\$0
Loan:	\$0
Other:	\$0
Projected Grants:	\$1,000,000
Beyond Six-Year:	\$13,550,000
<b>Total:</b>	<b>\$18,364,000</b>



■ CRF  
■ TIF  
■ All Other



# 2003 - 2008 Transportation Improvement Program

Project: 16 NW 179th Street - I-5 to NW 11th Avenue

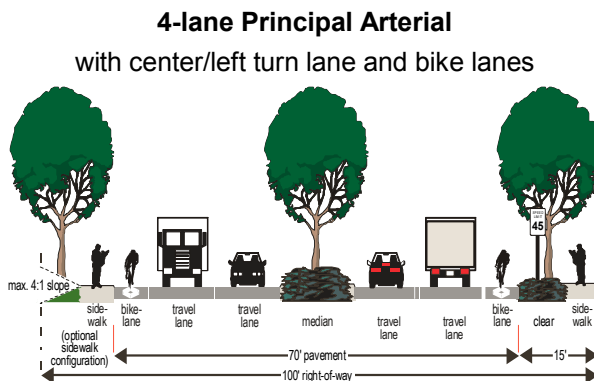
## Vicinity Map



## Project Summary

Work Order Number:	320222	Federal Aid Number:	NA
Project Manager:	Carolyn Heniges		
Project Description:	Improve to 4-lane (I-5 to NW 5th Ave) and 2-lane (NW 5th Ave to NW 11th Ave) principal arterial with center turn lane/median, bike lanes and sidewalks.		
Project Length (mi.):	0.94		
Basis for Project:	No shoulders, steep slopes.		
Timeline:	PE - Pre 2003 - 2006; ROW - Pre 2003 - 2008; CN Post 2008		
Notes:			
Status (November):	Work continues on design.		

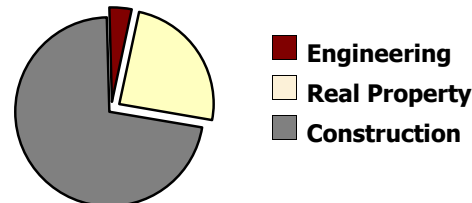
## Cross-Section Detail



I-5 to NW 5th Avenue

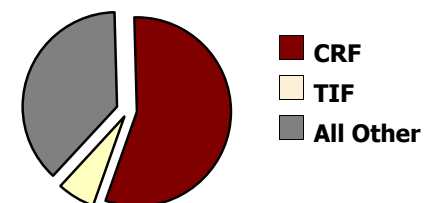
## Project Cost Summary

Engineering	\$461,000
Real Property	\$2,776,000
Construction	\$8,275,000
<b>Total:</b>	<b>\$11,512,000</b>



## Funding Summary

County Road Fund:	\$1,767,000
TIF:	\$220,000
Federal Grant:	\$0
State Grant:	\$0
Loan:	\$0
Other:	\$400,000
Projected Grants:	\$850,000
Beyond Six-Year:	\$8,275,000
<b>Total:</b>	<b>\$11,512,000</b>





# 2003 - 2008 Transportation Improvement Program

Project: 17 NE 99th Street - NE 117th Avenue (SR-503) to NE 137th Avenue

## Vicinity Map



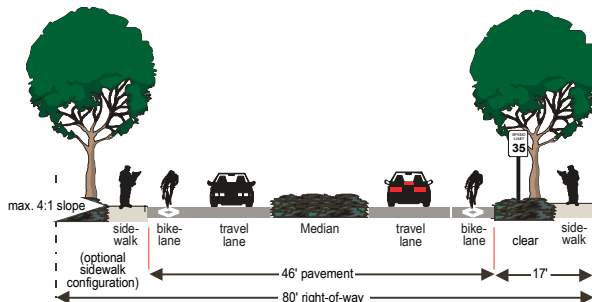
## Project Summary

Work Order Number:	TBD	Federal Aid Number:	NA
Project Manager:	TBD		
Project Description:	Improve to 2-lane minor arterial with center turn lane/median, bike lanes, and sidewalks.		
Project Length (mi.):	1.01		
Basis for Project:			
Timeline:	PE 2006 - 2008; ROW 2007; CN 2008 - Post 2008		
Notes:			
Status (November):	No activity.		

## Cross-Section Detail

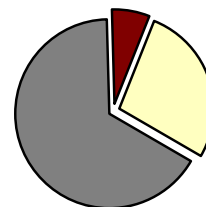
### 2-lane Minor Arterial

with center/left turn lane and bike lanes



## Project Cost Summary

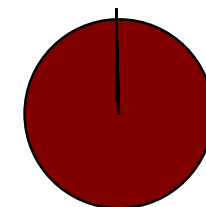
Engineering	\$250,000
Real Property	\$1,000,000
Construction	\$2,500,000
<b>Total:</b>	<b>\$3,750,000</b>



■ Engineering  
■ Real Property  
■ Construction

## Funding Summary

County Road Fund:	\$3,050,000
TIF:	\$0
Federal Grant:	\$0
State Grant:	\$0
Loan:	\$0
Other:	\$0
Projected Grants:	\$0
Beyond Six-Year:	\$700,000
<b>Total:</b>	<b>\$3,750,000</b>



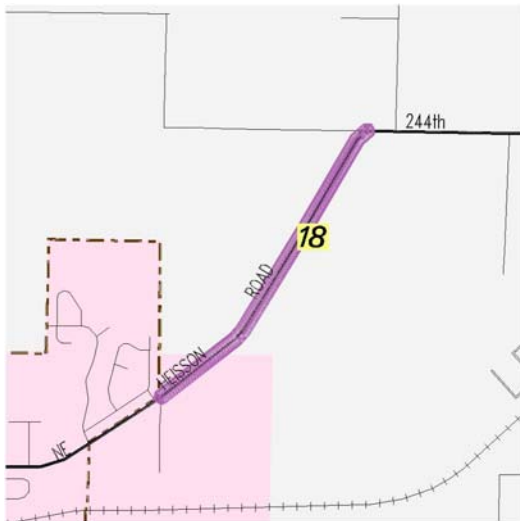
■ CRF  
■ TIF  
■ All Other



# 2003 - 2008 Transportation Improvement Program

Project: 18 NE Heisson Road - Battle Ground City limits to NE 244th Street

## Vicinity Map

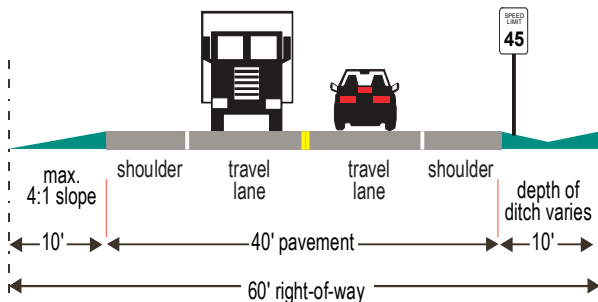


## Project Summary

Work Order Number:	TBD	Federal Aid Number:	NA
Project Manager:	Don Andrews		
Project Description:	Improve to 2-lane rural major collector standard.		
Project Length (mi.):	1.06		
Basis for Project:	Safety for pedestrians, bicyclists and motorists		
Timeline:	PE 2004 - 2005; ROW 2006; CN 2007		
Notes:			
Status (November):	No activity.		

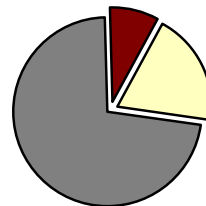
## Cross-Section Detail

### 2-lane Rural Major Collector



## Project Cost Summary

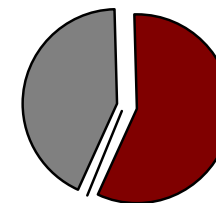
Engineering	\$170,000
Real Property	\$400,000
Construction	\$1,475,000
<b>Total:</b>	<b>\$2,045,000</b>



■ Engineering  
■ Real Property  
■ Construction

## Funding Summary

County Road Fund:	\$1,145,000
TIF:	\$0
Federal Grant:	\$0
State Grant:	\$0
Loan:	\$0
Other:	\$0
Projected Grants:	\$900,000
Beyond Six-Year:	\$0
<b>Total:</b>	<b>\$2,045,000</b>



■ CRF  
■ TIF  
■ All Other



# 2003 - 2008 Transportation Improvement Program

Project: 19 NE 63rd Street - NE Andresen Road to Interstate 205

## Vicinity Map



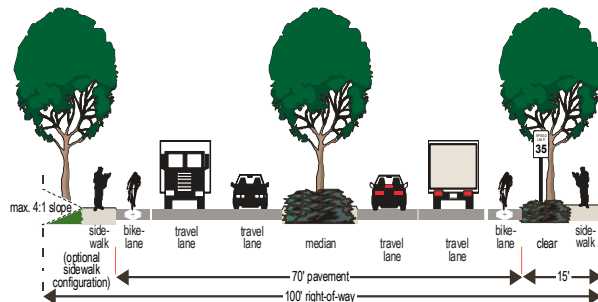
## Project Summary

Work Order Number:	TBD	Federal Aid Number:	NA
Project Manager:	Robin Washington		
Project Description:	Improve to 4-lane minor arterial with center turn lane/median, bike lanes and sidewalks. Install signal at NE 72nd Avenue.		
Project Length (mi.):	1.08		
Basis for Project:	Narrow road, no shoulders, lack of pedestrian and bicycle facilities. Poor circulation in growing area.		
Timeline:	PE 2007 - Post 2008; ROW 2008 - Post 2008; CN Post 2008		
Notes:			
Status (November):	No activity.		

## Cross-Section Detail

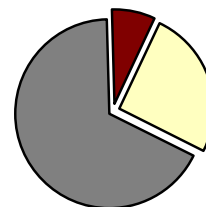
### 4-lane Minor Arterial

with center/left turn lane and bike lanes



## Project Cost Summary

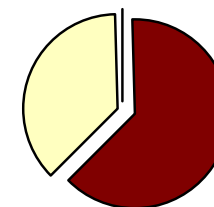
Engineering	\$500,000
Real Property	\$1,700,000
Construction	\$4,500,000
<b>Total:</b>	<b>\$6,700,000</b>



■ Engineering  
■ Real Property  
■ Construction

## Funding Summary

County Road Fund:	\$1,050,000
TIF:	\$650,000
Federal Grant:	\$0
State Grant:	\$0
Loan:	\$0
Other:	\$0
Projected Grants:	\$0
Beyond Six-Year:	\$5,000,000
<b>Total:</b>	<b>\$6,700,000</b>



■ CRF  
■ TIF  
■ All Other



# 2003 - 2008 Transportation Improvement Program

Project: 20 NE 119th Street - NE 72nd Avenue to NE 117th Avenue (SR-503)

## Vicinity Map



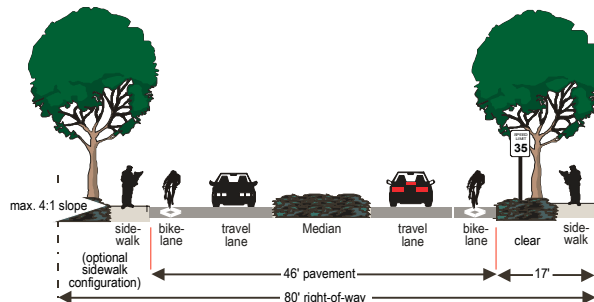
## Project Summary

Work Order Number:	TBD	Federal Aid Number:	NA
Project Manager:	TBD		
Project Description:	Improve to 2-lane minor arterial with center turn lane/median, bike lanes, and sidewalks.		
Project Length (mi.):	2.32		
Basis for Project:	Narrow two lane roadway with no shoulders, severe vertical curves, unsafe for pedestrians and bicyclists.		
Timeline:	PE 2007 - Post 2008; ROW 2008 - Post 2008; CN Post 2008		
Notes:			
Status (November):	No activity.		

## Cross-Section Detail

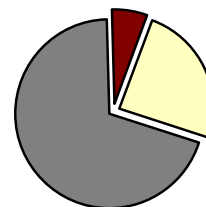
### 2-lane Minor Arterial

with center/left turn lane and bike lanes



## Project Cost Summary

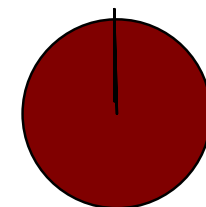
Engineering	\$650,000
Real Property	\$2,400,000
Construction	\$7,000,000
<b>Total:</b>	<b>\$10,050,000</b>



■ Engineering  
■ Real Property  
■ Construction

## Funding Summary

County Road Fund:	\$1,200,000
TIF:	\$0
Federal Grant:	\$0
State Grant:	\$0
Loan:	\$0
Other:	\$0
Projected Grants:	\$0
Beyond Six-Year:	\$8,850,000
<b>Total:</b>	<b>\$10,050,000</b>



■ CRF  
■ TIF  
■ All Other



# 2003 - 2008 Transportation Improvement Program

Project: 21 NE Rosewood Avenue - NE 102nd Avenue to NE 117th Avenue (SR-503)

## Vicinity Map

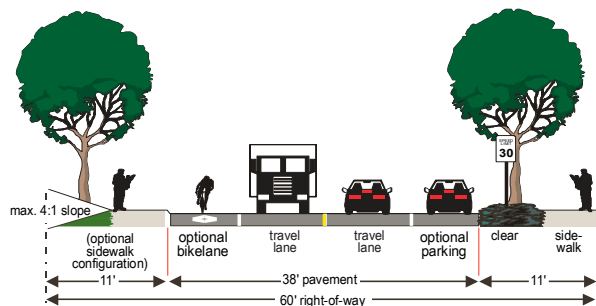


## Project Summary

Work Order Number:	TBD	Federal Aid Number:	NA
Project Manager:	TBD		
Project Description:	Improve/construct 2-lane collector with bike lanes or parking, and sidewalks.		
Project Length (mi.):	0.65		
Basis for Project:	Narrow congested roadway, improve safety of pedestrian/bicycle traffic from nearby school.		
Timeline:	PE 2007 - 2008; ROW 2008; CN Post 2008		
Notes:			
Status (November):	No activity.		

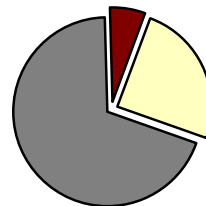
## Cross-Section Detail

### 2-lane Collector



## Project Cost Summary

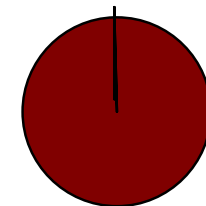
Engineering	\$150,000
Real Property	\$600,000
Construction	\$1,700,000
<b>Total:</b>	<b>\$2,450,000</b>



■ Engineering  
■ Real Property  
■ Construction

## Funding Summary

County Road Fund:	\$750,000
TIF:	\$0
Federal Grant:	\$0
State Grant:	\$0
Loan:	\$0
Other:	\$0
Projected Grants:	\$0
Beyond Six-Year:	\$1,700,000
<b>Total:</b>	<b>\$2,450,000</b>



■ CRF  
■ TIF  
■ All Other





# 2003 - 2008 Transportation Improvement Program

Project: 22 NE 10th Avenue - NE 134th Street to NE 149th Street

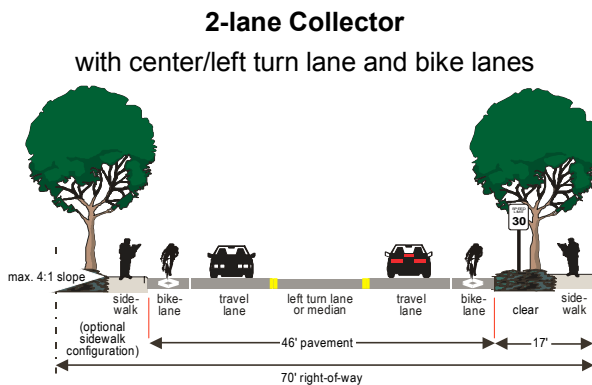
## Vicinity Map



## Project Summary

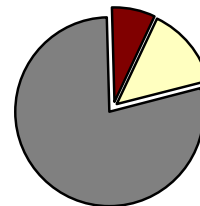
Work Order Number:	TBD	Federal Aid Number:	NA
Project Manager:	TBD		
Project Description:	Improve to 2-lane collector with center turn lane, bike lanes, and sidewalks.		
Project Length (mi.):	0.73		
Basis for Project:	Provides additional north-south circulation alternatives		
Timeline:	PE 2007 - 2008; ROW Post 2008; CN Post 2008		
Notes:			
Status (November):	No activity.		

## Cross-Section Detail



## Project Cost Summary

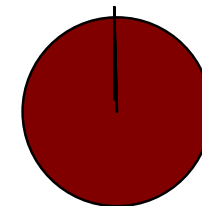
Engineering	\$320,000
Real Property	\$550,000
Construction	\$3,200,000
<b>Total:</b>	<b>\$4,070,000</b>



■ Engineering  
■ Real Property  
■ Construction

## Funding Summary

County Road Fund:	\$320,000
TIF:	\$0
Federal Grant:	\$0
State Grant:	\$0
Loan:	\$0
Other:	\$0
Projected Grants:	\$0
Beyond Six-Year:	\$3,750,000
<b>Total:</b>	<b>\$4,070,000</b>



■ CRF  
■ TIF  
■ All Other





# 2003 - 2008 Transportation Improvement Program

Project: 23 NE 94th Avenue - Padden Parkway to NE 119th Street

## Vicinity Map



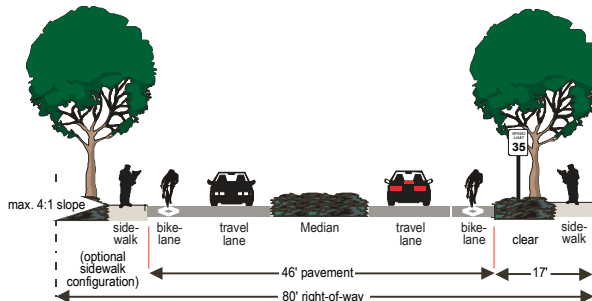
## Project Summary

Work Order Number:	TBD	Federal Aid Number:	NA
Project Manager:	TBD		
Project Description:	Improve/construct 2-lane minor arterial with center turn lane/median, bike lanes, and sidewalks.		
Project Length (mi.):	2.08		
Basis for Project:	Congestion and safety concerns. Existing corridor is 94th to 99th Street to 87th Avenue which includes two sharp turns that are subpar.		
Timeline:	PE 2007 - Post 2008; ROW Post 2008; CN Post 2008		
Notes:			
Status (November):	No activity.		

## Cross-Section Detail

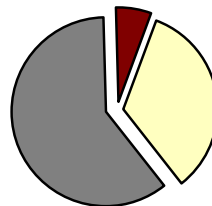
### 2-lane Minor Arterial

with center/left turn lane and bike lanes



## Project Cost Summary

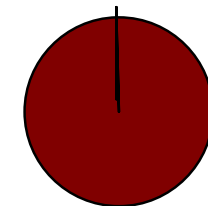
Engineering	\$560,000
Real Property	\$3,050,000
Construction	\$5,600,000
<b>Total:</b>	<b>\$9,210,000</b>



■ Engineering  
■ Real Property  
■ Construction

## Funding Summary

County Road Fund:	\$400,000
TIF:	\$0
Federal Grant:	\$0
State Grant:	\$0
Loan:	\$0
Other:	\$0
Projected Grants:	\$0
Beyond Six-Year:	\$8,810,000
<b>Total:</b>	<b>\$9,210,000</b>



■ CRF  
■ TIF  
■ All Other



# 2003 - 2008 Transportation Improvement Program

Project: 24 NE Hazel Dell Avenue - NE 99th Street to NE 114th Street

## Vicinity Map



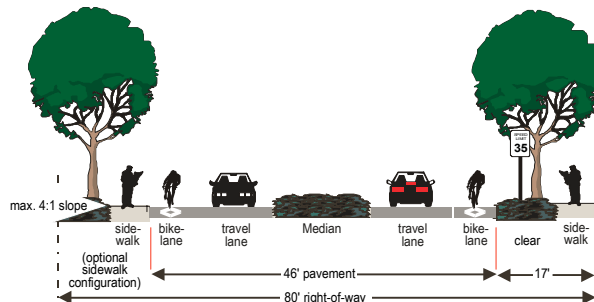
## Project Summary

Work Order Number:	312122	Federal Aid Number:	NA
Project Manager:	Linda Small		
Project Description:	Improve to 2-lane minor arterial standard with center turn lane/median, bike lanes, and sidewalks.		
Project Length (mi.):	0.75		
Basis for Project:	Frontage improvements have been constructed by developers at various locations along NE Hazel Dell Avenue. This has resulted in varying pavement widths and discontinuous sidewalks.		
Timeline:	PE - Pre 2003 - 2007; ROW 2008; CN Post 2008		
Notes:			
Status (November):	Project postponed due to priority revisions.		

## Cross-Section Detail

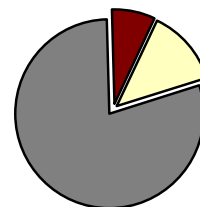
### 2-lane Minor Arterial

with center/left turn lane and bike lanes



## Project Cost Summary

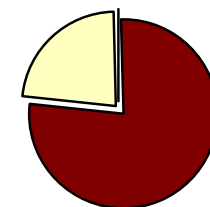
Engineering	\$375,000
Real Property	\$670,000
Construction	\$4,000,000
<b>Total:</b>	<b>\$5,045,000</b>



■ Engineering  
■ Real Property  
■ Construction

## Funding Summary

County Road Fund:	\$795,000
TIF:	\$250,000
Federal Grant:	\$0
State Grant:	\$0
Loan:	\$0
Other:	\$0
Projected Grants:	\$0
Beyond Six-Year:	\$4,000,000
<b>Total:</b>	<b>\$5,045,000</b>



■ CRF  
■ TIF  
■ All Other



# 2003 - 2008 Transportation Improvement Program

Project: 25 NE 179th Street - NE Cramer Road to SR-503

## Vicinity Map

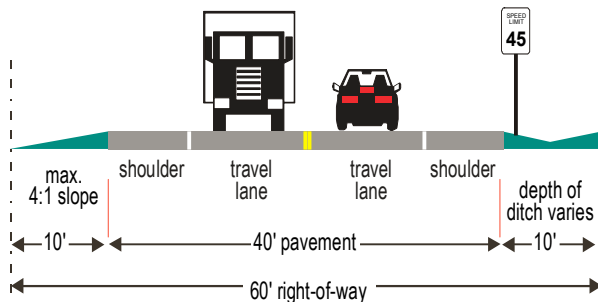


## Project Summary

Work Order Number:	TBD	Federal Aid Number:	NA
Project Manager:	TBD		
Project Description:	Construct a 2-lane rural major collector standard.		
Project Length (mi.):	1.00		
Basis for Project:	Missing link of corridor. Traffic currently uses Cramer Road which is a local access road. There is a school and a church as well as numerous residences along Cramer Road.		
Timeline:	PE 2008 - Post 2008; ROW Post 2008; CN Post 2008		
Notes:			
Status (November):	No activity.		

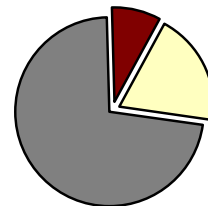
## Cross-Section Detail

### 2-lane Rural Major Collector



## Project Cost Summary

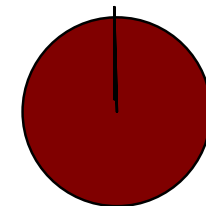
Engineering	\$400,000
Real Property	\$900,000
Construction	\$3,400,000
<b>Total:</b>	<b>\$4,700,000</b>



■ Engineering  
■ Real Property  
■ Construction

## Funding Summary

County Road Fund:	\$200,000
TIF:	\$0
Federal Grant:	\$0
State Grant:	\$0
Loan:	\$0
Other:	\$0
Projected Grants:	\$0
Beyond Six-Year:	\$4,500,000
<b>Total:</b>	<b>\$4,700,000</b>



■ CRF  
■ TIF  
■ All Other



# 2003 - 2008 Transportation Improvement Program

## Project: 26 NE 10th Avenue Phase II - NE Carty Road to Ridgefield City Limits

### Vicinity Map

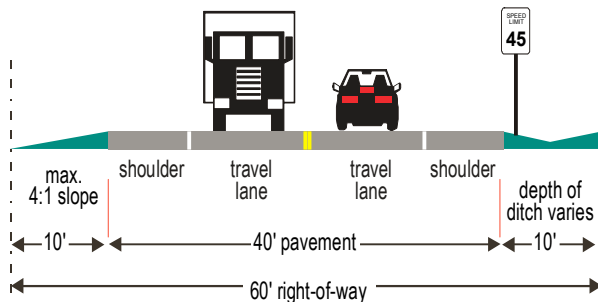


### Project Summary

Work Order Number:	311522	Federal Aid Number:	NA
Project Manager:	Linda Small		
Project Description:	Improve to preferred alternative resulting from corridor study.		
Project Length (mi.):	0.85		
Basis for Project:	Existing narrow, 2-lane roadway (10-foot lanes) with little or no shoulders and deteriorated driving surface		
Timeline:	PE - Pre 2003 - 2004; ROW - Pre 2003 - 2003; CN 2006		
Notes:			
Status (November):	Work continues on design and right-of-way.		

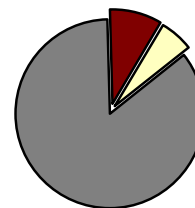
### Cross-Section Detail

#### 2-lane Rural Major Collector



### Project Cost Summary

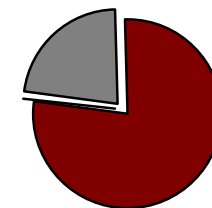
Engineering	\$355,000
Real Property	\$215,000
Construction	\$3,293,000
<b>Total:</b>	<b>\$3,863,000</b>



■ Engineering  
■ Real Property  
■ Construction

### Funding Summary

County Road Fund:	\$2,963,000
TIF:	\$0
Federal Grant:	\$0
State Grant:	\$900,000
Loan:	\$0
Other:	\$0
Projected Grants:	\$0
Beyond Six-Year:	\$0
<b>Total:</b>	<b>\$3,863,000</b>



■ CRF  
■ TIF  
■ All Other



# 2003 - 2008 Transportation Improvement Program

## Project: Transportation Safety Improvement Program



### *Project Summary*

Project Limits: TBD

Project Manager: Bill Wright

Project Description: Spot improvements to address safety, based on Board adoption of Transportation Safety Improvement Program, access management, and signal projects.

Basis for Project: Construct guardrails, traffic signal coordination/improvements, access management controls, and other safety improvements.

Project Timeline: Ongoing

Notes: See Ongoing Programs Matrix for proposed projects this year.

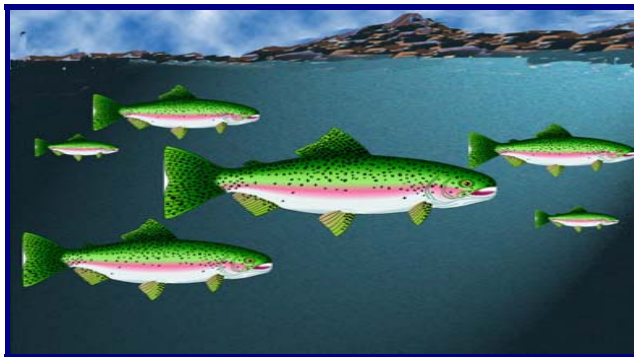
Program Budget: Approximately \$600,000 Per year



# 2003 - 2008 Transportation Improvement Program

## Project: Environmental Impact Mitigation Program

### *Project Summary*



Project Limits: TBD

Project Manager: Tom Grange

Project Description: Fish Ladders and mitigation of public roadway crossing of fish-bearing streams or wetlands; Requires 50% grant match.

Basis for Project: Improve fish passage and habitat, reduce transportation's impact on the environment

Project Timeline: Ongoing

Notes: See Ongoing Programs Matrix for proposed projects this year.

Program Budget: Approximately \$250,000 per year



# 2003 - 2008 Transportation Improvement Program

## Project: Neighborhood Traffic Management Program



### *Project Summary*

Project Limits: TBD

Project Manager: Ejaz Kahn

Project Description: Improve neighborhood roadway/walkway/bikeway circulation and safety, and corridor completion.

Basis for Project: Corridor completion, bikeways, walkways, traffic calming devices, and other neighborhood projects.

Project Timeline: Ongoing

Notes: See Ongoing Programs Matrix for proposed projects this year.

Program Budget: Approximately \$250,000 per year



# 2003 - 2008 Transportation Improvement Program

Project: Unprogrammed / Advanced Right-of-Way Purchases Program

## *Project Summary*



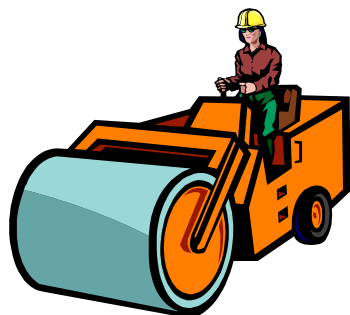
Project Limits:	TBD
Project Manager:	Lowell Weiss
Project Description:	Emergency fund for cost overruns, also set aside for right-of-way acquisitions to preserve future transportation corridors.
Basis for Project:	Cost overruns and purchase right-of-way in advance of projects being funded.
Project Timeline:	Ongoing
Notes:	See Ongoing Programs Matrix for proposed projects this year.
Program Budget:	Approximately \$300,000 per Year





# 2003 - 2008 Transportation Improvement Program

## Project: Road Preservation Program



### *Project Summary*

Project Limits: TBD

Project Manager: Bill Wills

Project Description: Overlays and other preservation activities.

Basis for Project: Preservation of existing facilities.

Project Timeline: Ongoing

Notes: See Ongoing Programs Matrix for proposed projects this year.

Program Budget: Approximately \$2,500,000 per Year (increases annually)



## 2003 - 2008 Transportation Improvement Program

### Ongoing Program Projects Funding Analysis

				2003			2004			2005			2006			2007			2008					
Rank	Project	Phase	Spent to	CRF	TIF	Grants	CRF	TIF	Grants	CRF	TIF	Grants	CRF	TIF	Grants	CRF	TIF	Grants	CRF	TIF	Grants	Cost to Complete	Project Total	TIF Eligibility
TRANSPORTATION SAFETY PROJECTS																								
NA	Transportation Safety Improvement Program - Various Locations  WO Number: TBD	PE	0	58,000	0	0	60,000	0	0	60,000	0	0	60,000	0	0	60,000	0	0	60,000	0	0	0	0	
		ROW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
		CN	0	454,000	0	0	540,000	0	0	540,000	0	0	540,000	0	0	540,000	0	0	540,000	0	0	0	0	
		TOTAL	0	512,000			600,000			600,000			600,000			600,000			600,000			0	0	
NA	Safety - NE 99th Street @ NE 130th Avenue - Signalization  WO Number: 320822	PE	10,000	1,000	0	9,500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20,500	
		ROW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
		CN	0	12,500	0	112,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	124,500	
		TOTAL	10,000	135,000			0			0			0			0			0			0	145,000	
NA	Safety - NE 78th Street @ NE 5th Avenue - Signalization  WO Number: 320722	PE	10,000	900	0	8,100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19,000	
		ROW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
		CN	0	11,600	0	104,400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	116,000	
		TOTAL	10,000	125,000			0			0			0			0			0			0	135,000	
NA	Safety - NE 164th Street Walkway - Hockinson Heights Elementary to NE 188th Avenue  WO Number: 311711	PE	18,300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18,300	
		ROW	2,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2,000	
		CN	0	62,500	0	67,500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	130,000	
		TOTAL	20,300	130,000			0			0			0			0			0			0	150,300	
ENVIRONMENTAL IMPACT MITIGATION PROJECTS																								
NA	Environmental Impact Mitigation Program - Various Locations  WO Number: TBD	PE	0	0	0	0	125,000	0	0	125,000	0	0	125,000	0	0	125,000	0	0	125,000	0	0	0	0	
		ROW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
		CN	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
		TOTAL	0	0			125,000			125,000			125,000			125,000			125,000			0	0	
NA	Environmental - Culvert Inventory Update - Various Locations  WO Number: TBD	PE	0	10,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
		ROW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
		CN	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
		TOTAL	0	10,000			0			0			0			0			0			0	0	
NA	Environmental - Fish Passage - Larson Creek at Stauffer Road  WO Number: TBD	PE	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
		ROW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
		CN	0	25,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
		TOTAL	0	25,000			0			0			0			0			0			0	0	
NA	Environmental - Impact Mitigation (On-going) - Various Locations  WO Number: 302012	PE	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
		ROW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
		CN	0	125,000	0	0	125,000	0	0	125,000	0	0	125,000	0	0	125,000	0	0	125,000	0	0	0	0	
		TOTAL	0	125,000			125,000			125,000			125,000			125,000			125,000			0	0	
NEIGHBORHOOD TRAFFIC MANAGEMENT PROJECTS																								
NA	Neighborhood Traffic Management Program - Various Locations  WO Number: TBD	PE	0	40,000	0	0	40,000	0	0	40,000	0	0	40,000	0	0	40,000	0	0	40,000	0	0	0	0	
		ROW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
		CN	0	210,000	0	0	210,000	0	0	210,000	0	0	210,000	0	0	210,000	0	0	210,000	0	0	0	0	
		TOTAL	0	250,000			250,000			250,000			250,000			250,000			250,000			0	0	
ADVANCED RIGHT-OF-WAY PROJECTS																								
NA	Unprogrammed / Advanced Right-of-Way Purchases Program - Various Locations  WO Number: TBD	PE	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
		ROW	0	300,000	0	0	300,000	0	0	300,000	0	0	300,000	0	0	300,000	0	0	300,000	0	0	0	0	
		CN	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
		TOTAL	0	300,000			300,000			300,000			300,000			300,000			300,000			0	0	

## 2003 - 2008 Transportation Improvement Program

### Ongoing Program Projects Funding Analysis

				2003			2004			2005			2006			2007			2008						
R a n k	Project	Phase	Spent to	CRF	TIF	Grants	CRF	TIF	Grants	CRF	TIF	Grants	CRF	TIF	Grants	CRF	TIF	Grants	CRF	TIF	Grants	Cost to Complete	Project Total	TIF Eligibility	
ROAD PRESERVATION PROJECTS																									
NA	Preservation - County Wide Overlays (Hot Mix) - Various Locations  WO Number: TBD	PE	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
		ROW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
		CN	0	1,500,000	0	500,000	1,600,000	0	500,000	1,700,000	0	500,000	1,810,000	0	500,000	1,925,000	0	500,000	2,000,000	0	500,000	0	0		
		TOTAL	0	2,000,000			2,100,000			2,200,000			2,310,000			2,425,000			2,500,000			0	0		
NA	Preservation - County Wide Overlays (Cold Mix) - Various Locations  WO Number: TBD	PE	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
		ROW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
		CN	0	600,000	0	0	630,000	0	0	660,000	0	0	690,000	0	0	725,000	0	0	760,000	0	0	0	0		
		TOTAL	0	600,000			630,000			660,000			690,000			725,000			760,000			0	0		
TOTALS																									
Annual Totals by Funding				3,410,500	0	801,500	3,630,000	0	500,000	3,760,000	0	500,000	3,900,000	0	500,000	4,050,000	0	500,000	4,160,000	0	500,000	6-Year Ongoing Programs Total:  \$26,212,000			
Annual Totals by Phase				PE	ROW	CN	PE	ROW	CN	PE	ROW	CN	PE	ROW	CN	PE	ROW	CN	PE	ROW	CN				
				127,500	300,000	3,784,500	225,000	300,000	3,605,000	225,000	300,000	3,735,000	225,000	300,000	3,875,000	225,000	300,000	4,025,000	225,000	300,000	4,135,000				
Annual Totals				4,212,000			4,130,000			4,260,000			4,400,000			4,550,000			4,660,000						

# **GLOSSARY OF FREQUENTLY USED TERMS AND ACRONYMS**

## **ADT**

Average Daily Traffic

## **AIP**

Arterial Improvement Program (State Funding Source). This program was established by the State in 1967 as the Urban Arterial Trust Account (UATA) and was designated as the AIP in July 1999. The purpose of this program is to fund city and urban county arterial road and street projects to reduce congestion and improve safety, geometrics, and structural concerns.

## **Access**

A means of approach to provide vehicular or pedestrian entrance or exit to a property. This may not necessarily include all movements.

## **Access Management**

The process of providing and managing access to land development while preserving the regional flow of traffic in terms of safety, capacity, and speed.

## **Arterial**

A major street carrying the traffic of local and collector streets to and from freeways and other major streets. Arterials generally have traffic signals at intersections and may have limits on driveway spacing at street intersection spacing.

## **BR**

Bridge Reconstruction (Federal Funding Source). This program has the objective to replace or rehabilitate roadway bridges conveying public roads over waterways, railroads, canals and other barriers.

## **Biological Assessment**

A biological assessment is an environmental document required for compliance with the Endangered Species Act for projects with federal funding or permits.

## **CAPP**

County Arterial Preservation Program (State Funding Source) is a funding source for the County Road Administration Board (CRAB). CAPP is designed to assist counties to preserve their existing paved arterial road networks.

## **CCC**

Clark County Code.

## **CCRP**

Corridor Congestion Relief Program (State Funded)

## **CDBG**

Community Development Block Grant. Block grants are targeted for low and moderate-income areas. Improvements usually consist of sidewalk and capital improvements.

## **CMAQ**

Congestion Mitigation and Air Quality Improvement (Federal Funding Source). This funding is for projects that create a direct air quality benefit, leading toward attainment or maintenance of a National Ambient Air Quality Standard (NAAQS).

## **CRAB**

County Road Administration Board. This agency is funded from the portion of the counties' fuel tax that is withheld for state supervision, and from a small portion of the two grant programs that it administers. The Board establishes and maintains "Standards of Good Practice" to guide and ensure consistency and professional management of county road departments in the State of Washington.

## **CRF**

Clark County Road Fund. The funds are established through annual County property tax, gas tax and other revenues.

## **C-TRAN**

Clark County Public Transportation Benefit Area Authority, the transit agency for Clark County, Washington.

## **Capacity**

The maximum rate of flow at which vehicles can be reasonably expected to traverse a point or uniform segment of a lane or roadway during a specified time period under prevailing roadway, traffic, and control conditions; usually expressed as vehicles per hour.

## **Collector Streets**

Collector streets connect local traffic within a subarea of the county to arterial roads. Typically collector streets are not continuous for any great length, nor do they form a connected network by themselves. Collectors connect neighborhoods to commercial areas. Pedestrian and bicycle activity is moderate to high. (CCC: 12.05.016 (4))

## **Comprehensive Plan**

A long-range plan, typically looking 20 to 50 years into the future, which is intended to guide growth and development of a community. Comprehensive Plans are required by the Growth Management Act for specific counties and cities in Washington State. The Plans establish Goals and Policies for managing population growth and land development while ensuring that the growth is adequately served by public facilities. Ordinance 1995-12-47 and Ordinance 1996-05-01 adopted the Clark County 20 Year Comprehensive Growth Management Plan.

## **Concurrency**

The Concurrency ordinance (CCC 12.40) was adopted in response to the Washington State Growth Management Act, which required local jurisdictions to adopt level-of-service (LOS) standards for the arterial road system and to ensure maintaining those standards when considering new development. This process is called "Concurrency". Concurrency applies to any development, land division, site plan, and conditional use permit approvals. It is intended to implement 12.05.303 of the Road Standards.

## **ESA**

The Endangered Species Act (ESA) was established in 1973 to preserve ecosystems of endangered and threatened species. The Act was recently amended to include various species of fish, wildlife, and plants throughout the United States.

## **Environmental Review**

The consideration of environmental factors as required by the Washington State Environmental Policy Act (SEPA). The environmental review process is the procedure used by agencies and others under SEPA for giving appropriate consideration to the environment in agency decision-making. (WAC 197-11-746).

## **Functional Classification System**

The system classifies transportation facilities according to an appropriate integrated network. It is intended to link land use development activities with transportation for optimum utilization of both. The county's classification system is intended to be in compliance with the federal classification system. (CCC: 12.05.015)

## **Growth Management**

A group of strategies used by a government to direct the timing, location and type of development in a community.

## **Growth Management Act (GMA)**

The State of Washington's 'Growth Management Act' was adopted in 1990 to address the negative consequences of unprecedented population growth and suburban sprawl in the State. The GMA requires all cities and counties in the State to do some planning and has more extensive requirements for the largest and fastest-growing counties and cities in the State. Its requirements include guaranteeing the consistency of transportation and capital facilities plans with land use plans.

## **HES**

Hazard Elimination System/Safety (Federal Funding Source). The objective of this fund is to improve specific locations which constituted a danger to vehicles or pedestrians as shown by frequency of accidents. (LAG 12.32e)

## **Impacts**

'Impacts' are the effects or consequences of actions. Environmental impacts are effects upon the elements of the environment. (WAC 197-11-752)



## **Interchange**

A system of interconnecting roadways in conjunction with one or more grade separations, providing for the movement of traffic between two or more roadways on different levels.

## **Intersection**

The general area where two or more highways join or cross, within which are included the roadway and roadside facilities for traffic movements in that area.

## **Land Use**

The type of activity associated with a specific geographic area. Land use categories can be broad (e.g., residential, retail, office, industrial, and recreational), or they can be very specific (e.g., single-family residential, convenience market, or elementary school). In order to estimate trip generation characteristics for a specific geographic area, it is necessary to know both the type and intensity of land use (e.g., single-family residential land use at a development intensity of eight units per acre).

## **Level of Service (LOS)**

The 'Level of Service' is a grading system developed by the transportation profession to quantify the degree of comfort (including such elements as speed, travel time, number of stops, total amount of stopped delay, and impediments caused by other vehicles) afforded to drivers as they travel through an intersection or roadway segment. LOS is expressed as a letter grade that ranges from "A", indicating that drivers will experience little, if any delay, to "F", indicating significant traffic congestion and driver delay will occur.

## **Local Residential Access Streets**

Local residential access streets provide direct access to adjoining properties within a neighborhood. Bicycle and pedestrian use is high. (CCC12.05.016 (7))

## **MVFT**

Motor Vehicle Fuel Tax

## **Mitigation**

(1) Avoiding impacts altogether by not taking a certain action or parts of an action; (2) minimizing impacts by limiting the degree or magnitude of the action and its implementation by using appropriate technology, or by taking affirmative steps to avoid or reduce impacts; (3) rectifying impacts by repairing,

rehabilitating, or restoring the affected environment; (4) reducing or eliminating impacts over time by preservation and maintenance operations during the life of the action; (5) compensating for impacts by replacing, enhancing or providing substitute resources or environments; and/or, (6) monitoring impacts and taking appropriate corrective measures (WAC 197-11-768).

## **Mode**

The means by which travel is accomplished. Alternative modes of travel include walking, bicycling, auto, bus, light rail, airplane, ferry, etc.

## **NAAQS**

'National Ambient Air Quality Standards' were set up by the Environmental Protection Agency (EPA) to help mitigate the health impacts of air pollution. EPA established NAAQS measure for six pollutants: carbon monoxide, ozone, particulate matter, lead, sulfur dioxide, and nitrous oxide.

## **Non-attainment Area**

Geographic area in which air pollution levels exceed the NAAQS.

## **PFP**

See PSMP

## **PSMP**

Pedestrian Safety and Mobility Program (State Funding Source). This program was established by the TIB in 1994 as the Pedestrian Facilities Program (TIA-PFP) and was designated as the PSMP in July 1999. The program goal is to enhance and promote pedestrian mobility by providing funding for pedestrian projects that provide access and connectivity of pedestrian facilities.

## **Peak Hour**

A period of 60 consecutive minutes during which an intersection or roadway system experiences the greatest amount of traffic volume.

## **P.M. Peak Hour**

A one hour period in the afternoon or evening when traffic flow increases. The p.m. peak hour typically occurs between 4 and 6 p.m. Traffic volumes occurring during the p.m. peak hour are used to calculate the overall operation of a roadway or intersection.

## **PWB**

Public Works Board. The Public Works Board (Board) was created by the 1985 Legislature. The Board is comprised of local government officials, special purpose district representatives, and private sector members. The mission of the Washington State Public Works Board is "to assist Washington's local governments and private water systems in meeting their public works needs to sustain livable communities." The Board is authorized to loan money to counties, cities, and special purpose districts to repair, replace, or create domestic water systems, sanitary sewer systems, storm water systems, roads, streets, solid waste and recycling facilities, and bridges.

## **PWTF**

Public Works Trust Fund. This trust fund is administered by the Public Works Board. The PWTF Construction and Pre-construction Loan Programs provide funds to design, repair, replace, or create a facility. These loans have a 5 to 20-year term with an interest rate of only one-half percent. The maximum for any agency is ten million dollars per biennium.

## **RAP**

Rural Arterial Program (State Funding Source) is a CRAB funding source. In 1983 the legislature created the RAP to help finance the reconstruction of rural arterial roads. The program is funded with 0.58 cents of the Motor Vehicle Fuel Tax (MVFT).

## **RCW**

Revised Code of Washington which contains all the laws of the state of a general and permanent nature.

## **RTC**

Southwest Washington Regional Transportation Council. The regional transportation planning agency for Clark, Klickitat, and Skamania counties.

## **Right-of-Way**

Right-of-way is property held by the county for existing or future public roads or other public improvements.

## **Roadway Conditions**

The geometric characteristics of the street or highway, including the type of facility and its development environment, the number of lanes (by direction), lane and shoulder widths, lateral clearances, design speed, and horizontal and vertical alignments.

## **Roadway**

The improved portion of an easement or right-of-way, excluding curbs, sidewalks and ditches. Road, roadway and street will be considered interchangeable terms. (CCC12.05.010)

## **Roadway Section**

A roadway section is a cross-section of a roadway which displays, travel lanes, turning lanes, bike lanes, sidewalks, and medians with their respective dimensions. Each classification of roadway has a corresponding roadway section.

## **SCFRRP**

Salmon Creek/Fairgrounds Regional Road Plan

## **SEPA**

State Environmental Policy Act. A state law requiring agencies to consider the environmental consequences of their decisions. (WAC 197-11-790)

## **STP**

Surface Transportation Program (Federal funding source). The objective of the STP is to fund construction, reconstruction, resurfacing, restoration and rehabilitation of roads functionally classified as arterials.

## **Signal Warrant**

A criterion that must be met before the installation of a traffic signal can be considered.

## **Significant**

1) 'Significant' as used in SEPA means a reasonable likelihood of more than a moderate adverse impact on environment quality.

2) Significance involves context and intensity and does not lend itself to a formula or quantifiable test. The context may vary with the physical setting. Intensity depends on the magnitude and duration of an impact. The severity of an impact should be weighed along with the likelihood of its occurrence. An impact may be significant if its chance of occurrence is not great, but the resulting environment impact would be severe if it occurred. (WAC 197-11-794)

## **SWAPCA**

Southwest Washington Air Pollution Control Authority, a government agency responsible for air pollution control and planning in Lewis, Wahkiahum, Cowlitz, Skamania, and Clark Counties.

## **Stormwater Facility**

The natural or constructed components of a stormwater drainage system, designed and constructed to perform a particular function, or multiple functions. Stormwater facilities include pipes, swales, ditches, open channels, culverts, storage basins, manholes, drywells and sediment basins. (CCC13.25.130 (25))

## **TDM**

Transportation Demand Management (TDM) is a demand-based technique for reducing traffic congestion, such as ride-sharing programs and flexible work schedules enabling employees to commute to and from work outside of peak hours.

## **TEA-21**

The Transportation Equity Act for the 21st Century (TEA-21) was signed on June 9, 1998, superseding the Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991. This bill provides Federal Transportation dollars for Federal, State and Local agencies. The majority of benefits associated with ISTEA are continued or expanded upon through TEA-21.

## **TIA**

See TPP

## **TIB**

The Transportation Improvement Board is a state funding agency and administers several state funding programs. The mission of the TIB is to assist local agencies to preserve and improve transportation systems by providing financial assistance, supporting economic development, promoting multi-

jurisdictional and multi-modal coordination and to promote public/private cooperation.

## **TIF**

Transportation Impact Fee. TIF is the traffic impact component of a development impact fee. An impact fee is a fee levied on a developer by the county as compensation for expected effects of the development.

## **TIP**

2002-2007 Six-Year Transportation Improvement Program.

## **TIPIT**

Transportation Improvement Program Involvement Team.

## **TPP**

Transportation Partnership Program (State Funding Source). This program was established by the State in 1988 as the Transportation Improvement Account (TIA) and was designated as the TPP in July 1999. The purpose of the program is to fund projects on the regional transportation plan (giving consideration to mass transit), that are necessitated by existing or future congestion due to economic growth.

## **UATA**

See AIP

## **V/C Ratio**

The ratio of volume to capacity for a traffic facility.

## **Volume**

The number of vehicles passing a point on a lane or roadway during some time interval, often taken to be one hour, but may also be expressed in terms such as sub-hourly, daily, or annually.

## **WAC**

Washington Administrative Code. "WAC" are laws adopted by state agencies to implement state legislation.

## **WSDOT**

Washington State Department of Transportation. 'WSDOT' is a department of the State of Washington responsible for transportation related planning, management, and coordination.

## **Zoning**

A map and ordinance text which divides a city or county into land use "zones" and specifies the types of land uses, setbacks, lot size, and size restrictions for buildings within each zone.